THE Hongkong Weekly Press AND China Overland Trade Report.

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BIRTHS.

On the 31st July, at Kambara, Avenue Elmers, Surbiton, the wife of ARTHUR GORT N ANGIER, of a daughter.

On the 6th August, at Swatow, the wife of F. C BUTCHER, of a daughter.

On the 20th August, at 5, Boundary Terrace, Shanghai, the wife of JOHN DARROCH, of a daughter.

MARRIAGES.

On the 10th August, at S. Andrew's Cathedral, Singapore, by the Rev. E. Griffith Evans, B.A., NORMAN TERENCE NEUBRONNER, of the Russian Volunteer Fleet Agency, Singapore, to GLADYS MARGUERITE, second daughter of R. V. BOSWELL, M.S.E., late Assistant Superintendent of Works, P.W.D., S.S.

On the 14th August, at Bangkok, ARTHUR FRANCIS GEORGE KERR, B.A., M.B. (Dublin), Government Medical Officer, Chiengmai, to DAISY MURIEL, youngest daughter of the late W. A. JUDD.

On the 18th August, at the Church of Our Saviour, Shanghai, by the Venerable Archdeacon Thomson, ELSIE BERTHA HOOK, to ROSCOE ADAMS GOODCELL.

On the 24th August, at S. Joseph's Church, Garden Road, Hongkong, by the Rev. Father Spada, WILLIAM PALMER-BAKER, of Shanghai, China, and Southampton, England, to MARGARET HURLEY, adopted daughter of ROBERT C. HURLEY, of Hongkong.

DEATHS.

On the 27th July, at Hove, W. W. WILLANS, late Colonial Treasurer, Straits Settlements, aged 84 years.

On the 1st August, at Haiphong, JOHN WILLIAMSON, second engineer, French s.s. *Hanoi* (native of Wanlockhead, Dumfries, Scotland), aged 35 years.

On the 16th August, at Kobe, JOHN CATTO ABELL, aged 61 years.

On the 17th August, at 27, Broadway, Shanghai, HERBERT STANLEY, infant son of Capt. and Mrs. PARAMORE, aged 3 months and 20 days.

On the 18th August, at the General Hospital, Shanghai, IDA MAY BAKER, aged 23 years.

Hongkong Weekly Press

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

ARRIVAL OF MAILS.

The French mail of the 24th ult., arrived per M. M. steamer *Salazie* on the 24th inst, (31 days); and the English mail of the 31st ult., arrived per P. & O. steamer *Ballaarat* on the 27th inst., (28 days).

EPITOME OF THE WEEK.

Sir Ernest Satow reached Peking on the evening of the 21st inst.

A native correspondent at Peking reports that Prince Tuan is there and that he has had several interviews with the Empress Dowager.

Our Shanghai correspondent telegraphed on the 25th August that the Norwegian steamer *Spell* bound with coal from Moji to Shanghai has been totally wrecked on the Anhaist Rocks The crew arrived at Woosung on a junk.

No further appointments or promotions are to be given, it is said by the *P. & T. Times*, to men from Canton, Fohkien, and Kiangsi, as these provinces are furnishing the anti-dynastic movement, and a close watch is to be kept in all these districts.

Rear Admiral the Hon. Assheton Gore Curzon-Howe, C.B., C.M.G., C.V.O., arrived here about noon on Thursday on the P. & O. mail steamer *Ballaarat*, and his flag was hoisted on H.M.S. *Albion* and saluted at 3 o'clock in the afternoon.

The *Japan Mail* says that if Great Britain insists on the opening of Wiju to trade, the Yalu Valley may be saved to Corea; if not, Russia will absorb it. There can surely be no doubt that our contemporary states the case with absolute correctness.

The *London Gazette* about the 10th inst. announced the withdrawal of the prohibition to export arms and ammunition to China. An Imperial decree issued in Berlin is to the same effect. By the Protocol of 1901 the term of the embargo expired on the 25th inst.

The *N.-C. Daily News* quotes a Canton despatch to the effect that it was rumoured last Saturday that Viceroy Shum, accompanied by General Fêng Tzetsai, has gained a great victory over a large body of rebels at Hsünchou, Kwangsi, and the rebel losses were over 3,000.

The Empress Dowager has rewarded the accusers of the recently murdered reformer Shen. The principal accuser in the case has been given the rank of *taotai*, though Prince Ching did not approve of the appointment.

The *Courrier Saigonnais* calls attention to the largely increasing exports of coal from Tonkin to Hongkong. The quantities forwarded are so enormous as to arouse the uneasiness of that journal on the ground that the coal goes to meet British naval requirements for the coming war in the Far East, and that "France as neutral should step in to stop the export."

Though the proclamations prohibiting the immigration of Chinese coolies from Hongkong and Amoy have been withdrawn at Singapore, quarantine restrictions on arrivals will be maintained for the present.

Under date Berlin, 22nd August, the *Ostasiatische Lloyd* publishes the following remarkable telegram:—"The London *Times* publishes some false representations in regard to the visit of the German men-of-war to Valdivostock and announces a new Russo-German-French triple alliance in East Asia. There is not a word true in the whole matter." It is curious we have heard no word of the alleged representations of the *Times* from any other source.

A private letter from Port Arthur, dated the 12th inst, and quoted by the *N.-C. Daily News*, fully confirms the report that the Russian women and children in Port Arthur have received official notice to send in their names to the authorities immediately, in the event of their desiring to return to Russia in case of war. There are now 84,000 troops in Port Arthur and Dalny in fighting trim, while the Russian fleet in those waters now amounts to seventy-three vessels of all denominations.

A Nanking despatch, says the *N.-C. Daily News*, reports that Viceroy Wei Kuang-t'ao of that city, in obedience to special commands of the Throne and in response to an application for reinforcements from Viceroy Tsên (Shum) has detailed a force of seven thousand five hundred men, all armed with modern weapons of precision, to proceed south to Kwangsi. Of this number 4,000 are to go by the sea route from Nanking to Canton, and then *via* West river to Wuchow and Hsünchow, while the balance will proceed to Yochow to prevent further irruptions into Hunan from Kwangsi.

A London telegram of the 14th inst. to the *Osaka Mainichi* says:—"The *Times* comments strongly upon the action of Russia in creating a dictatorship instead of evacuating Manchuria. The *Standard* declares that England and Japan must obtain some concession equivalent to this flagrant violation of Manchurian territorial integrity." A telegram to the same paper from Vienna, says:—"Mr. Kurino, Japanese Minister to St. Petersburg, is busy exchanging calls with the Russian Foreign Minister. It is believed that negotiations with regard to the Manchurian affair have been commenced. At one time it was believed in Berlin that Japan and Russia would come to blows, but now it is generally believed that an amicable settlement will be arrived at.'

A Japanese paper has the following despatch, dated London, 13th August:—"A telegram from St. Petersburg announces that the Tsar has signed and promulgated a Ukase making the Amur territory with Manchuria a special viceroyalty and investing the Viceroy with supreme authority, independent of the Ministers of the Government, over the Pacific Fleet as well as over the Armies in the Amur territory and in Manchuria." The London correspondent of the *N.-C. Daily News* says that the promotion of Admiral Alexeieff to the Far East is considered to be a triumph for the war party in Russia. Admiral Alexeieff is the leader of the faction which advocates holding the Russian gains in the Far East at any cost, and which favours heavy expenditure at Port Arthur.

LORD SALISBURY'S DEATH.

(*Daily Press*, 25th August.)

The death last Saturday of Lord SALISBURY was an event unfortunately anticipated for several weeks past. As soon as it was known that the ex-Premier was seriously ill, it was felt that his chances of recovery must be small. Never a man of robust physique, he was yet a tireless worker, who from choice as well as from stress of circumstance devoted himself unceasingly to his desk. Frequently during the latter years of his tenure of the Premiership he was compelled by indisposition and sheer over-strain to relinquish for a while his duties. When finally he retired from public life last year, though hope was universally expressed that he would live to enjoy many years of the leisure he had so well earned, it was not with any confidence that his well-wishers looked forward to a prolongation of his life. Born at Hatfield in Hertfordshire on the 3rd February, 1830, ROBERT ARTHUR GASCOYNE-CECIL, third Marquess of Salisbury, was thus over 73 years of age when he died. He was educated at Eton and at Christ Church, Oxford, and in 1853 was elected a Fellow of All Souls, Oxford, in the same year in which he first entered Parliament as Conservative member for Stamford, a seat which he held for fifteen years. In 1857 he married the wife whose death after many years of happiness was so sad a blow to his later years. In 1866 he was made Secretary for India, while two years after, on his father's death, he succeeded to the Marquisate of SALISBURY. It was not, however, until 1876 that he was able to come to the front. In that year he was appointed special ambassador for Great Britain for the conference at Constantinople, and his resulting succession to Lord DERBY in the Foreign Office and attainment of the post of British plenipotentiary at the Congress of Berlin gave him a name known throughout the world. So it came about that at the death of Lord BEACONSFIELD in 1881 Lord SALISBURY's claims to succeed him as leader of the Conservative party were paramount. For four years he led that party in the Lords, until in June, 1885, he took office after the defeat of the Liberal Government's budget; but in the following November the electorate again gave a majority to Mr. GLADSTONE and the memorable period of the Home Rule Bill came on, leading to the foundation of the Unionist party, which under Lord SALISBURY has gradually developed into what it now is. Lord SALISBURY in the second year of the new Government resumed the position of Secretary of State for Foreign Affairs, which he had held in 1870-80 and in 1885, and in the Foreign Office passed what must have been the most arduous hours of his life. From January, 1893, to June, 1895, a Liberal Government, first under Mr. GLADSTONE and then under Lord ROSEBERY, ruled the country. In 1895 Lord SALISBURY commenced his third and last administration, the one in which his statesmanship and his physical strength alike were so hardly tried. In 1900 he was obliged to give up the Foreign Office, retaining the Premiership until July of last year, when exhausted Nature would no longer allow him so to task himself any longer.

It has been remarked that the memories of Britons well advanced in middle age cannot travel back to the days when Lord SALISBURY was not great a Parliamentary figure. Yet he was not in his earlier days, it might almost be said that he was not up to the time of his retirement, a popular man. By disposition he was rather a recluse and a student than a leader of the people. For the latter his speeches had little magnetism; they were addressed almost entirely to a cultured audience. His occasional bitterness of language, his indiscretions, did not tend to win him general liking while he was still in the midst of the Parliamentary fray. Yet in his own Cabinet the feeling toward him is said to have been one of strong affection. Since he retired into private life it might almost be said that he has gained that popularity which he made no effort to win while he was before the public eyes. At any rate it is certain that his death will be most sincerely and widely mourned in all sections of society. He leaves behind the memory of a strong and dignified figure, who devoted all his best energies to the service of his country, never going out of his way to court applause, and, if he occasionally spoke too lightly in debate, always thinking earnestly and well. Of his foreign policy, by which his claims to greatness must chiefly be judged, it would be impossible to speak comprehensively without devoting to its consideration more space than we have here available. Unfortunately that policy was seen at its weakest when Far Eastern affairs were concerned, and many are the mistakes of the SALISBURY administration which British residents in China have had to lament. There seemed always to be a lack of just appreciation of the facts, a want of any special knowledge of the circumstances, an absence of intelligent guiding—largely due no doubt to the shortcomings of the Government's advisers in China at the time, who, however, it must be remembered, were appointed by that Government presumably as suitable men for their places. Better hopes were inspired during the last year of Lord SALISBURY's rule, and it must not be forgotten that the Anglo-Japanese Convention was the final act of his policy here. In that compact we must see an act of redemption for past mistakes which now it is useless to regret. Whether it will much help to restore the proper balance of affairs in the Far East still remains to be seen, but we may at least be permitted to hope. It was a noteworthy act of statesmanship and a sincere attempt to improve the situation. As we have said, Britain's Far Eastern policy was the weakest feature of Lord SALISBURY's career. That he was in most other respects a great Foreign Minister cannot be denied. It is to his policy as a whole that we must look on the occasion of his death, which in common with his countrymen all over the world we sincerely mourn to-day.

H.E. THE GOVERNOR ON PLAGUE.

(*Daily Press*, 26th August.)

We have received from H.E. the Governor a copy of an extremely interesting memorandum by him on the result of the treatment of patients in their own houses and in local hospitals during the 1903 epidemic. The memorandum represents the experience gained by an experiment undertaken by His Excellency to ascertain how far it may be possible to enlist the co-operation of the Chinese in the task of fighting plague in Hongkong. Sir HENRY BLAKE points out that the Colony has been scourged by plague for ten years and that the proportion of cases found "dumped" has increased from 25.1 per cent. in 1898 to 32 7 in 1903. The latter lamentable fact he attributes to the dread of the disinfecting process as carried out by the Sanitary Board. Roughly, this process means that on the death of a person from plague a policeman is at once placed in charge of the house, all the inmates being detained until their clothes are disinfected. "This detention," says the memorandum, "may be for twenty-four hours; but in many cases it may be for forty-eight hours" if the body is removed to the mortuary late in the day. Moreover, in addition to the loss occasioned to the inmates from a day or two's enforced idleness, it seems that the Chinese complain that the disinfecting gang is in the habit of exacting "squeezes" under threat of injuring furniture, etc., which has to be disinfected. This could not be proved, but the idea was prevalent. To allay the feeling, Sir HENRY BLAKE arranged in conjunction with the medical authorities and the Chinese members of the Sanitary Board that in each health district the inhabitants should appoint a *kaifong* or committee to receive notices of disinfection and in conjunction with the Sanitary Inspector to appraise damages done. Still no appreciable effect was produced as far as the practice of dumping bodies was concerned. Also, rat-traps set in Chinese houses were sprung by the inmates, to prevent the catching of possibly infected rats on their premises. The rat-catchers, it seems, were accused of making undue use of their position to get "squeezes." Not only this, but rats were imported from the villages and even from Canton and Macao in order to gain the bonus offered for them. So in spite of the sanitary machinery the epidemic continued on its usual course. "The question then "presented itself," says the memorandum, "whether the passive resistance of the "population to disinfection might not be "overcome and whether, if the Chinese "could be brought to realise the necessity "for it, their attitude might not be entirely "changed." His Excellency determind to make the attempt, and the result was the experiment in the block in Second and Third Streets, which we recently recorded in detail. We need not go into the particulars of this experiment, which must still be fresh in our readers' minds. As will be remembered, one of the most important features observed was the presence of plague bacilli in bugs, spiders, and vermin generally. Sir HENRY BLAKE goes on, in the document before us, to speak of the wide distribution of plague infection in animal food, and continues:—"I have for "a considerable time been of opinion that "man is himself subject to chronic plague, "which may either pass away after a "considerable time, or continue dormant "over the winter months, regaining activity "with the annual movement of Spring, "when the curve of the epidemic is almost "constant. . . . In June, I directed "Inspector GIDLEY to obtain as many "specimens of blood as possible, on slides "procured from the Government Bacterio-"logist. . . . Of these people examined "at random, 4.54 per cent. were found to "be infected with plague, though to all "appearance perfectly healthy. If we ex-"clude all the well-to-do, and take the "working coolie population alone, they "probably number 180,000, and assuming "the same average amount of infection, "there are among that class alone "8,172 persons at present infected in "Hongkong." If this can be substantiated, it is indeed an astonishing fact to contemplate. Sir HENRY BLAKE says, in conclusion to his memorandum:—"The problem "before us is, then, not simply the preven-"tion of introduction of plague from without, "a precaution taken singly that, considering "the wide infection of the city must be

"futile, but the elimination of the *media* of "infection in our midst and the building up "of the power of resistance to plague "invasion by improvement in the general "health of the population that may result "from improved sanitary conditions. The "first can only be accomplished by constant, "unremitting attention to cleanliness of "person, furniture, and premises, and to be "effectual it is of cardinal importance that "the co-operation of the people be secured. "With proper facilities afforded, I am of "opinion that while in Hongkong, as else-"where, the residuum might be difficult "to deal with at first, the difficulties "are not insurmountable, and practical co-"operation might be secured by enlisting "the sympathies and services of the large "class of respectable Chinese in a deter-"mined effort to combat the recurring epi-"demic, the evils of which they fully realise. "Beyond the cleansing of premises there is "no way by which a large number of "Chinese tenement houses can be made "sanitary. Each floor of these houses is a "tunnel thirteen feet wide, nine feet high "and of varying length, from thirty to "sixty feet, with a window in front and "rear. Into a large number of these floors "direct sunlight never enters, and in the "centre even diffused light is practically "absent. When to these conditions is "added a surface population so dense as it "is in our congested districts—being in one "district over 990 persons to the acre—it "will be recognised that a population so "circumstanced must necessarily be deficient "in vitality. The only remedy for this is "the reconstruction of Chinese tenement "houses on improved plans, and the rigid "observance of the provisions of the "Public Health and Buildings Ordinance "in relation to overcrowding. The removal "and reconstruction of Chinese tenement "houses will be very costly and will "necessarily be a slow process, but it must "be faced if we desire to prevent the "devitalising of the working population to "such a point that they fall ready victims "to the invasion of every passing disease." There is little that could be added to this. It is satisfactory to see that the head of the local administration recognises the greatness of the task before the Colony; but we are not so sanguine as he is as to the chances of effective Chinese co-operation in the crusade against plague. Of the goodwill of the better-class Chinese there is no doubt; but they are unfortunately a very small minority.

WEIHAIWEI IN 1902.

(*Daily Press*, 27th August.)

The report of Commissioner J. H. STEWART LOCKHART, our former Colonial Secretary, on Weihaiwei in 1902 evidently aims at correcting impressions which have got abroad about the new dependency on the Shantung coast. Mr. LOCKHART does not of course claim that there is a great future certainly lying before Weihaiwei, but taking all things into consideration he thinks the recent progress satisfactory. There can be no doubt, he says, that the various changes in the administration and the public uncertainty as to the policy of the Imperial Government tended to impede the place's development. Now that the administration is more settled and the public begins to realise that trade will be encouraged, it is hoped that commercial enterprise will be more active. This indeed is the opinion of a commercial expert acquainted with Weihaiwei, whom Mr. LOCKHART quotes. There are already signs of the Chinese taking an interest in local trade. During 1902, 146 steamers, exclusive of Admiralty colliers, Government transports, and a small steamer running with mails to Chefoo, entered the port, representing a tonnage of 151,809 tons. Imports and exports were small, but "everything must have a beginning." Both extreme optimistic and pessimistic views are unjustified. "While on the one hand," says Mr. LOCKHART, "the situation of Weihaiwei does not seem "to warrant the anticipation that it will "become a second Hongkong, on the other "hand it possesses potentialities which, if "fostered, ought to entitle it to rank "higher than that of a second-class water-"ing place. There can be nothing 'dead "certain' about it, and it is, therefore, "idle to indulge in prophesy regarding it. "But if the finances of this Dependency "are carefully nursed and its government "economically administered, there seems "no reason why Weihaiwei should not at "least pay its way in time without being "dependent on the Imperial Exchequer "for financial assistance, and if capital be "attracted to its shores, it appears to be "fairly certain that a trade will be created." Not over-sanguine, it may be seen, is the Commissioner, but still he is moderately hopeful. The best is being made of a bad job, a job which was unaccountably rendered bad by our own action in voluntarily cutting off Weihaiwei from railway access to the interior of Shantung. Apart from its commercial disabilities, Weihaiwei has a capital climate, the heat seldom calling for punkahs, and enteric and malarial fevers are so far unknown. It has a sulphur spring of high remedial value, which is to be developed. Its healthiness has enabled the establishment of a successful European School, of which the prize-day, we notice, was held on the 30th ult. with the Commissioner presiding. Its population is estimated at about 124,000—Mr. G. T. HARE reckoned it in his report last year at 123,750—of whom 4,000 live on the island of Liukungtao. The inhabitants seem well behaved and the village elder system, of which Mr. LOCKHART had experience in the New Territory, is in vogue as it was under Chinese rule and works satisfactorily. There is a good deal to be done in the way of public works, especially road-making, but this must of course be a matter of time, if the infant colony is not to be run on too expensive lines. The revenue for 1902 was considerably in excess of the estimate of $18,700, whilst the expenditure has been less than the approved estimate of $142,500. The grant-in-aid from Imperial Funds was £12,000, as compared with £11,250 for the previous financial year. The grant-in-aid for the current financial year is £9,000. The balance in the bank to the credit of Weihaiwei on March 31 last amounted to $82,693, say, £6,891, which is a much larger saving than that originally estimated, £4,000. Mr. LOCKHART concludes by quoting a remark in an essay by one of the boys at Weihaiwei School—"Like all other British possessions and dependencies, Weihaiwei must be a success"—and with such a note of cheerfulness rather than with gloomy forebodings he prefers to end his first annual report. Such cheerfulness inspires our sympathy, and again we wish we could forget that it is only a case at Weihaiwei for making the best of a bad job. We trust that it will be the successful little place it is hoped by the authorities it may be; but we must recollect that it was once declared proudly to be a counterpoise to Port Arthur!

EXPORT OF ARMS TO CHINA.

(*Daily Press*, 28th August.)

The removal by Germany of the prohibition to export arms into China is an event which has been anticipated for some time past. We discover from a telegram not sent on by REUTER'S perspicacious agent at Bombay that a repeal of the prohibition was notified in the *London Gazette* on or before the 10th instant. The farce has come to an end, and the other Powers will of course speedily follow this example, and the import of arms, which has been going on secretly on an extensive scale, will proceed openly and regularly. Article V of the Protocol of 1901 between China and eleven Powers stated that China had agreed to prohibit the importation into its territory of arms and ammunition, etc., and that an Imperial Edict had been issued on the 25th August, 1901, forbidding this importation for two years; new edicts might be issued subsequently extending this by other successive terms of two years in case of necessity recognised by the Powers. The original period of prohibition expired on Tuesday last, and the recent action plainly shows that the Powers recognise no necessity for further prevention of the import of arms. The decision is sensible. Arms, etc., have during the whole of the two years been finding their way into China, both North and South, and of late we very much doubt whether the Powers have cared the proverbial twopence. In Hongkong we have heard of a remonstrance addressed hence to the Canton Government against the attempted purchase of arms in the Colony by Chinese officials; but the Kwangsi rebels are provided with modern weapons of precision, and the Imperialists obviously cannot afford to face them less well armed. It is not to the advantage of either peace or trade that the miserable struggle in Kwangsi and its neighbourhood should be prolonged, and from this point of view alone the relaxation of the embargo is desirable. And, generally speaking, we see no reason why we should any longer cripple the Chinese Government. If China is to remain an independent nation, she cannot be permanently deprived of one of the distinctive marks of independence, as well as the chief means by which she can deal with internal disorder.

SWATOW'S TRADE IN 1902.

(*Daily Press*, 28th August.)

Swatow still keeps its position of fifth among the China treaty ports in the net value of its trade, being far ahead of Amoy, Foochow, and Ningpo, and only surpassed by Shanghai, Tientsin, Hankow, and Canton. So says Mr. Acting-Consul WILLIS in his report on Swatow's trade in 1902. But the four leading ports gained considerably in 1902, whereas Swatow did not. The gross trade of Swatow increased steadily from 1893 up to its maximum in 1899, since when its value in taels has been practically stationary; whereas in sterling value 1902 showed a falling-off of £1,000,000, about 15 per cent., from the record year's figures. At the same time, Mr. WILLIS says, it should be borne in mind that a falling-off in gold values does not necessarily imply a corresponding decrease in trade. The failure of Swatow to advance with the four ports mentioned above is ascribed to expectation of severe drought disorganising trade and to the vagaries of exchange. There is little real foreign trade at Swatow, with the exception of foreign imports. The figures for the latter in 1902 were

£1,875,720 as against £2,061,234 in 1901 and £1,973,383 in 1900; but it must be remembered that the tael declined more than sixpence in that period, from 3s. 1¼d. to 2s. 7½d. The imports from China ports of native goods were £2,398,178 in 1902; they always exceed foreign imports. The bulk of the export trade of Swatow is sugar for the Yangtsze and the North, and most of the exports to foreign countries are for the use of Chinese emigrants. Of the total of £1,522,824 at which exports were valued, Hongkong claimed £226,744, the Straits £206,907, and Chinese ports £886,062; there is practically no genuine European trade, except a small traffic in feather, hair, hemp, tea, and tobacco. For a succession of years the total imports have been more than double the value of the exports. This is attributed to the remittances of the Swatow emigrants, well known for their successful money-making capabilities, which enable the locality to pay for the foreign goods it buys.

Two incidents causing some excitement at Swatow occurred during the year, both of which were recorded in details in our columns at the time. One was the attempt to levy additional taxes on opium in Kwangtung, in violation of the Additional Article of the Chefoo Convention. H.B.M.'s Consul protested, as did the native dealers, and all import of the drug ceased for two or three months. Finally two chests of Bengal opium imported by Messrs. BRADLEY & Co. were seized by two armed runners of the Revenue Bureau, which brought matters to a climax. Our Consul-General at Canton thereupon protested, and finally the tax was withdrawn. The other incident was the boycott of Messrs. BUTTERFIELD and SWIRE's steamers, on account of a dispute between two clerks of the consignees and the shipping firm's native compradore, who caused the arrest of the clerks and was backed up by his firm, which rejected the rice-merchants' petition to obtain the release of the two men. The boycott instituted by the Swatow Guild, from Newchwang to Singapore, was only stopped on condition of the removal of Messrs. BUTTERFIELD and SWIRE's local agent and compradore and the payment of compensation for the arrest of the clerks. The exceptional power of combination among Swatow merchants was well exhibited. Apart from these two affairs the year was not eventful. An expected heavy drought did not come, the November harvest being abundant. Shipping at Swatow only slightly increased, while the tonnage under inland navigation rules fell off a little after 1901. An energetic *taotai*, who interested himself in the improvement of waterways, retired into twenty-seven months' mourning in 1902, and there is little hope of anything being done to increase the navigability of the creeks, without which expansion of inland water traffic cannot be expected.

The *Straits Times* of the 17th inst. says:—"It is with the sincere regret that the people of the Straits, both here and at home, will hear of the death of Mr. A. W. S. O'Sullivan, the Assistant Colonial Secretary, who expired suddenly at his residence this forenoon. The case is all the more deplorable as having occurred practically on the eve of Mr. O'Sullivan's departure to accept the Colonial Secretaryship of the island of Trinidad, where it was expected, his admirable administrative abilities would very probably evolve some definite sense of order out of the chaos which chronically reigns there supreme." Mr. O'Sullivan had been identified with the Government of the Straits Settlements for nearly twenty years. He left a widow.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on Thursday afternoon in the Board Room. Hon. Dr. J. M. Atkinson, Principal Medical Officer (President) presided, and there were also present Hon. W. Chatham, Director of Public Works (Vice-President); Mr. C. McI. Messer, acting Registrar-General; Captain F. W. Lyons, Acting Captain Superintendent of Police; Colonel W. E. Webb, R.A.M.C., Mr. Fung Wa Chun, Mr. Lau Chu Pak, Mr. A. Rumjahn, Hon. H. E. Pollock, K.C., Mr. E. A. Hewett; Dr. Pearse, Acting Medical Officer of Health; Dr. Barnett, Assistant Medical Officer of Health; and Mr. G. A. Woodcock (Secretary).

PROVISION OF BACKYARDS.

Further correspondence was laid on the table relative to the provision of backyards for certain houses in Bulkeley Street and Market Street, for which exemption had been sought.

The M.O.H. minuted:—"The scheme for cutting away half the kitchens is, I think, the best. The remaining portion of the kitchens though less than 50 square feet might be accepted as sufficient by the Building Authority."

Mr. A. Rumjahn:—"Grant exemption."

On the motion of the PRESIDENT, seconded by Mr. FUNG WA CHUN, the application for exemption was granted.

A DRAINAGE QUESTION.

There was laid on the table an application by Mr. E. M. Hazeland, architect, for permission to temporarily construct the drains of two houses on Reclamation M.L. 63 with stoneware pipes in place of cast-iron pipes.

The Sanitary Surveyor (Mr. J. J. Bryan) minuted:—"I presume this can be allowed. It has been in similar cases."

The D.P.W. minuted:—"A time limit should be fixed—say six months."

The PRESIDENT moved that the application be granted, subject to the proviso of the Director of Public Works.

Mr. HEWETT seconded.

The PRESIDENT said he presumed that in any similar cases in future the same course would be followed. The iron pipes had not yet arrived, but they were expected very shortly.

Mr. HEWETT enquired if the present pipes would be renewed as soon as the iron pipes arrived.

The PRESIDENT replied in the affirmative.

The motion was carried.

BASEMENT IN BRIDGES STREET.

The Secretary laid on the table a minute by the M.O.H. relative to the basement of 68, Bridges Street, to the effect that a permit could not be granted to use the room for habitation.

The P.C.M.O.:—"The place might be used as a store or shop."

The PRESIDENT moved that the applicant be informed that the place could only be used as a store or shop.

Mr. FUNG WA CHUN said he had visited the place and found it to possess five windows. It was well ventilated, and he thought no exception should be taken to the house.

Mr. RUMJAHN spoke to the same effect, and supported Mr. Fung Wa Chun's suggestion.

Dr. PEARSE said that under the bye-laws the Board had no power to grant exemption.

The VICE-PRESIDENT seconded the President's motion, which was carried by a majority.

PROVISION OF OPEN SPACES.

There was laid on the table an application for exemption from the provision of open spaces in respect of 2, 4 and 6, Kennedy Street.

The Assistant M.O.H. (Dr. Barnett) minuted that he thought No. 2 might be exempted so long as no building was erected between it and Kennedy Road. He did not think an exemption ought to be made in the case of Nos. 4 and 6, as they were dark and ill ventilated.

The D.P.W.:—"No. 2 appears to be a corner house overlooking the compound of Wanchai School."

The PRESIDENT moved that the Assistant M.O.H.'s recommendation be approved.

Captain LYONS seconded, and the motion was agreed to.

PROVISION OF BACKYARDS.

There was submitted an application for exemption from the provision of a backyard at 13, Star Street.

The Assistant M.O.H. was of opinion that exemption might be granted.

The PRESIDENT moved that the exemption be granted for this house, which was also a corner house.

Hon. Mr. POLLOCK seconded, and the motion was agreed to.

An application was submitted for exemption from the provision of a backyard at No. 2, Bridges Street.

Inspector A. Carter reported that the owner had opened up an area 3 feet wide in front of the kitchen window.

The M.O.H. minuted that the exemption might now be granted but the ground floor of No. 2 was a basement and may not be used for human habitation.

Hon Mr. Pollock:—"Grant on understanding which is referred to in Dr. Pearse's minute."

Mr. E. A. Hewett:—"Agree with Mr. Pollock."

The PRESIDENT moved that the application be granted on the understanding indicated in Mr. Pollock's minute.

Hon. Mr. POLLOCK seconded and the motion was agreed to.

WATER SUPPLY AT THE PEAK.

There was laid on the table an application for the erection of four water-closets at the Peak Hotel.

Mr. HEWETT asked where the necessary water-supply was to come from for flushing these water closets—was it to be done by tanks?

The VICE-PRESIDENT said there should be no difficulty about that—there was always a sufficient supply of water at the Peak.

Mr. HEWETT—I think some of the residents at the Peak will be very glad to know that. (Laughter.)

Hon. Mr. POLLOCK asked if the drain would lead down to the Harbour side or the Pokfulum side?

The VICE-PRESIDENT replied that it would connect with an existing drain discharging into the Harbour.

Mr. HEWETT admitted that these conveniences were very necessary for a place like the hotel, but suggested that the owner should be asked how he was going to guarantee a sufficiency of water for their requirements. As far as the public water supply was concerned, he himself after living two summers at the Peak knew the difficulty of getting water and that some of his friends very often found it absolutely impossible.

Hon. Mr. POLLOCK proposed that the matter be allowed to stand over so that the manager of the hotel could be communicated with and asked whether he proposed making any special provision for supplying water to flush these water-closets.

The PRESIDENT seconded and the motion was agreed to.

LIMEWASHING.

The limewashing return showed that during the fortnight ended 18th August 545 houses in the Eastern and 3,055 in the Western District had been treated. In the Western, fines to the amount of $1,340 were recovered.

RAT RETURN.

Returns were submitted showing that during the fortnight ended 24th August 597 rats were caught of which 16 were infected.

The PRESIDENT said this great diminution in the numbers was due to the new system only just started, and he hoped that in a few weeks they would find the numbers still higher. The high percentage showed that the supposition that rats were being introduced into the Colony was correct.

This was all the public business.

The Singapore bacteriologist has been conducting a systematic examination of mosquitoes. He has already examined about 3,000 mosquitoes from different parts of the town and of neighbouring islands. Amongst these he only found 40 *anopheles*. A large number of wells have been closed and pools and marshy ground filled in. As far as the protective measures recommended by the Tropical School of Medicine were concerned, the President of the Municipal Commission stated the other day, they must be left to the public.

A SANITARY EXPERIMENT.

STATEMENT BY H.E. THE GOVERNOR.

On the 25th inst. in the Legislative Council Chamber, H. E. the Governor met the members of the Sanitary Board for the purpose of submitting a statement as to the results of the recent adminstration of the experimental blocks of houses in Second and Third Streets. Those present were:—Hon. Dr. J. M. Atkinson, Principal Civil Medical Officer; Hon. W. Chatham, Director of Public Works; Dr. W. W. Pearse, Acting Medical Officer of Health; Mr. C. McI. Messer, Acting Registrar-General; Captain F. W. Lyons, Acting Captain Superintendent of Police; Colonel Webb, R.A.M.C.; Mr. E. A. Hewett, Mr. Fung Wa Chun, Mr. Lau Chu Pak, and Mr. Rumjahn. The Hon. F. H. May, Colonial Secretary, also attended.

Addressing the meeting, HIS EXCELLENCY said he had deferred it until he had first prepared a memorandum which those present had received giving an account of the experiment that, with the permission of the Sanitary Board, he entered upon. That experiment, he assured them, had not been undertaken from mere curiosity, but from an anxious desire to investigate into this scourge of plague, whose annual recurrence carried away so many valuable lives and inflicted such injury upon the business of the Colony. He ventured to enter upon that experiment because he felt that as a layman he might dare to attempt that from which professional men would probably shrink. For over ten years now plague had swept over the Colony annually, like a typhoon, sweeping away thousands in its path, and before its ravages sanitary precautions and medical science had alike been ineffectual. As regarded the memorandum, His Excellency proceeded, he might therein have said something that perhaps some of those present thought would have been better left unsaid, but he was of opinion in framing it that it would be better both for the public and for them that nothing should be omitted which might render more complete or effective any arrangements made for carrying on the business of fighting this epidemic in the future. To begin with, he was quite satisfied that no sanitary arrangements which could be made would ever be efficiently or economically carried out until the co-operation of the people had been secured. Here, as elsewhere, it had been the habit to say that this co-operation of the people was not possible—that it could not be attained. The speaker had been intimately associated with the government of all sorts and conditions of men, from his own mercurial countrymen to the Esquimeaus of the Far North of Labrador, the negro of the West Indies, and now the representatives here of the Chinese race, whose civilisation had existed for thousands of years longer than ours; and he found that if the people were only approached in a proper spirit they could be induced to follow the course marked out for them. Human nature was very much the same, in the East as in the West. As Shylock said—"If you prick me, will I not bleed; if you tickle me, will I not laugh; if you poison me, will I not die; if you wrong me, will I not avenge?" In Labrador, the nomad Esquimeau had been taken possession of by sympathetic action; the Moravian Mission established there had by its exertions transformed these nomad Esquimeaux, who possessed among themselves no elements of higher feeling, into a respectable, law-abiding, trading community. Whilst in the West Indies, continued His Excellency, he remembered that a great scare of cholera occurred in the Bahamas. There all the water was procured from surface wells, which were very dirty. The general idea was that the position was desperate, because the islands were inhabited by a primitive population of negroes. His Excellency got those people together, and asked them to do something for themselves. He explained to them where the danger was and told them what to do—to get their wells cleaned and keep them clean. Arrangements to that end were carried out; the wells were cleaned and made perfectly safe. In Jamaica, as in most places, the negroes were very improvident; their farming was conducted on very primitive lines, and they had no idea of progress. Here again they were got together, an agricultural society, with small branches, was established, leading local men gave their assistance, and trained men were secured to teach the negroes what they ought to do. Now that agricultural society at Jamaica was the most flourishing institution in the island, the people were improving their methods, and the island was becoming more and more prosperous. In Hongkong, His Excellency said, they had been faced with the same conditions; they were face to face with a great difficulty, but they entered upon their task with the determination to leave nothing undone that money could accomplish in the effort to try to reduce the ravages that plague was responsible for. That the Colony had not been skimped in the matter of sanitation would be realised when it was stated that in 1897 the expenditure on sanitation was about $96,000; in 1898, in round numbers, it was $105,000; and the estimated expenditure for next year was $481,000. Nobody, therefore, could say that money had been spared or denied on sanitation in Hongkong, but so far as concerned this particular disease, plague, we were just where we were in 1897. The people, however, were now more inclined to extend their help, but there still existed a doubt, a suspicion, a distrust of authority that was not confined to the Chinese alone, but was really found in certain classes in all countries. It was His Excellency's experience in other countries that if the people were approached in the proper spirit and trusted a little way they would respond, and if the gentlemen present read the memorandum placed before them they would find that in that small area in the Western district handed over to His Excellency, an area picked out as being amongst the worst in the Colony, and inhabited by a very poor class of Chinese, the people did respond, and responded most satisfactorily. He had no hesitation in saying, went on His Excellency, that the co-operation and activity of the *kaifong* were worthy of any people of their class in any country. It behoved them, it behoved the members of the Sanitary Board as the people in whose hands the carrying out of sanitary measures lay, and it behoved him, who could not divest himself of the responsibility that rested upon the shoulders of every Governor, to look closely after the welfare of the community, to see how far in the coming year they could be in a position to forestall the disease that, as sure as the sun would rise on the morrow, would be upon us next spring. God grant that it might not be so, but he was afraid, His Excellency said, that it would be so. Sections 22 and 23 of the memorandum showed in how many ways plague had been dessimated, and the point that was in his mind—groping in the dark, as he supposed most of our savants were—was that probably it was propagated by insects to a very great extent; and if that was so then to his mind the insects to attack in dealing with the prevention of plague were the insects in the house—the bed-bug and the flea. They were going to spend next year $30,000 on disinfectants and $30,000 on coolie hire. If they could establish tanks for boiling the furniture—the bed-boards—as they had done in the district of which he spoke, and, as Dr. Atkinson and Dr. Pearse knew, if they could give the people an opportunity of themselves boiling that primitive furniture, it would be money well expended; and it was a question worth considering whether some of the money that was going to be put into limewashing would not be better expended by providing tanks and boiling water. What they had to aim at was efficiency and economy. They would find from the last report of Dr. Hunter—for whose co operation he was very grateful all through in this matter—that those bugs in which plague had been found lived in a 3 or 4 per cent. Jeyes fluid, when totally immersed, for about 15 minutes; and even in the strongest solution for about 50 seconds. In that case they would have to consider whether the process of disinfection by an ordinary coolie with a solution of Jeyes fluid, which might or might not be of that strength, of that furniture, would be so effective as if they got the people themselves to do it and dip the furniture into boiling water. Of course it was a simple matter There was nothing heroic about it, but it might save money and lives—certainly the former. It was a question also whether more good or injury was done by the limewashing of a room not open to sunlight and without a fireplace and leaving the walls in a wet condition. He thanked them for the opportunity they had given him of carrying out this experiment. He had already expressed his gratitude to Mr. Fung Wa Chun for the assistance he had afforded him. Then he knew they had been considering the question of local hospitals. Now, the local hospital that he established in Third Street was a very primitive affair, but there was no doubt in his own mind that if local hospitals were established and properly looked after—because he did not pretend to say that this hospital was properly looked after—with all the appliances of a local hospital and all the nourishment that the patients required and were able to take—if a few such hospitals were established he hoped and believed that they would reduce the disinclination of the people to go to Kennedytown, which, they must remember, had a very ominous name for the ordinary Chinese; and if they could only spread the system of *kaifongs* or street committees they might get from them the same hearty assistance that he gratefully acknowleged he got from the committees of the western district. They would find in the return what was perhaps the only real, trustworthy census that had ever been taken here; every man, woman and child living in every one of those 614 floors appeared in the census; and they had to remember that that had not been done by him or by Inspector Gidley, who had worked for him, but the *kaifongs* worked it out themselves and presented it to them. It showed in the first place what he thought they had not known before—the real proportion of people living in that district and the prevalence of overcrowding from the point of view of public health. Still in considering all the sanitary matters they must not forget that the ultimate result of the new Ordinance must be to double the rent of every floor. He thought he was right in saying that a house which built under the old Ordinance would cost $2,000 would now cost $2,500. It would cost 20 per cent. more to build and it would accommodate only three-fifths of the inhabitants. The effect of the new law therefore would be to very largely increase the expenses of house rent to the poor people of the town and increase also the expenses of labour, for labour would bear all the increased expenses in the future. Therefore in carrying out sanitary measures it behoved them for the sake of the people who had to pay the piper to try to obtain co-operation that would give them the same or better results with the saving of a great deal of money. That could only be done by approaching those people with sympathy, and he was sure it would always meet with a response from them, and he saw no reason why it should not be tried. They had a nucleus in that district, and they might possibly try it in that district. He commended it to them, and again he thanked them for having given him the opportunity of trying this, one of the most interesting experiences he had ever had in his life.

Hon. Dr. ATKINSON said that consideration of the question of establishing tanks all over the City was deferred until the present meeting had been held, but it would be entered into seriously at the meeting of the Sanitary Board on Thursday, and the result of the discussion would be communicated to the Government at the earliest moment. Personally, Dr. Atkinson thought the establishment of tanks all over the Colony was rather too big an order to commence at once, and he suggested that probably a better scheme would be to introduce it slowly, and, in the first instance, to try to get employers of labour—the cotton mills, and so on—to establish tanks of the kind mentioned for their workmen, since they had been so useful in the experimental block, and formerly, in the coolie premises of the Godown Company at Kowloon. If they could persuade Jardine's to establish something of the sort at East Point, very probably the Dock Company and other large employers of labour would follow suit; in this way something might be done to attain the object in view. As it was the intention of the Government, Dr. Atkinson took it, to build permanent bath-houses all over the Colony, the tanks might be introduced in connection with these

bath-houses. Regarding the cost of the undertaking, the monthly upkeep of the tanks used on the experimental block in the west end for three months was $320 and the initial cost practically $2,000, and he estimated that the cost of establishing tanks all over the Colony would be something like $54,000 and the monthly upkeep $9,000. Although cleanliness was a virtue to be encouraged, personally the speaker thought that disinfection was a more important thing in dealing with plague, and he also thought it did not necessarily follow that because bugs were found in a plague house they disseminated the disease; naturally, if a bug bit a man suffering from the disease, the insect would contain plague bacilli. He was much interested in His Excellency's experiment and its results, Dr. Atkinson concluded, and he was sure the Sanitary Board would do all it could to further his wishes in the matter.

HIS EXCELLENCY said he did not claim any originality for the idea regarding tanks; he took that idea from an examination of tanks in use by the Godown Company in Kowloon. They were all aware that there was hardly a large hong in the Colony that had not had its business interrupted by the loss of coolies from plague. Two years ago the Godown Company established these tanks, and they had not lost a man since. The experiment having already been made by the Godown Company, His Excellency trusted that the influence brought to bear upon other large hongs by the Sanitary Board would induce them to follow the admirable example set by the Godown Company in Kowloon.

This was all the business, and the meeting concluded.

THE HONGKONG GENERAL CHAMBER OF COMMERCE.

At a monthly meeting of the General Committee of the Hongkong General Chamber of Commerce held in the Chamber Room, City Hall, on Tuesday, 11th August, at 3.45 p.m. Present:—Mr. E. A. Hewett (Chairman) Mr. D. R. Law (Vice-Chairman), Hon. C. W. Dickson, Messrs. C. Michelau, N. A. Siebs, J. R. M. Smith, H. E. Tomkins, R. C. Wilcox, and A. G. Wood. Absent:—Hon. R. Shewan (*ex officio*.)

MINUTES.

The minutes of the monthly meeting of the 7th July last and of the special meeting of 1st instant were read and confirmed.

NEW MEMBERS.

The SECRETARY reported that since the last meeting the following had been elected members of the Chamber subject to the usual confirmation at the next annual general meeting:—Messrs. G. C. Moxon, E. H. Sharp, K.C., Chun On Fire Insurance Co., Ld., Shiu On Steamship Co., Ld., and Osaka Shosen Kaisha

THE CROWN AGENTS AND CONTRACTS WITH PRIVATE FIRMS.

The following correspondence was read:—

The Ceylon Chamber of Commerce,
Colombo, 2nd April, 1903.

DEAR SIR,—I am directed by my Committee to solicit information from your Chamber on the above subject, which has given rise to considerable discussion amongst our mercantile community during the last 18 months.

The local importers maintain that Government should do their utmost to encourage local trade by placing their orders with Colombo firms for materials required for the construction of public works, in preference to indenting for all supplies upon the Crown Agents, and it is asserted that such a policy (namely, the throwing of the business open to competition) would prove more economical to Government, and also that the merchants, who are themselves taxpayers, have a fair claim to be allowed to tender for the supply of goods towards whose purchase they themselves contribute. There is another section consisting of local building contractors who strongly protest against the present system which obtains in regard to the construction of public buildings and other works. These are nearly all executed by the Public Works Department in co-operation with the Government Factory. It is argued that were Government to consent to piece-building contracts with private firms by tender, far greater expedition and economy would be secured, and local industries greatly fostered. My Committee are somewhat in sympathy with the above arguments, but are not confident that a movement assailing the "Crown Agents" system, the Public Works Department and the Government Factory would have a successful issue.

I am directed to enquire whether you are able to give us any information regarding the working of the "Crown Agents" system and the Public Works Department in your Colony in relation to the interest of your local merchants and or contracters.—Thanking you in anticipation, I am, dear Sir, yours faithfully,

F. W. WALDOCH.
Secretary.

The SECRETARY,
Hongkong Chamber of Commerce.

Hongkong General Chamber of Commerce,
Hongkong, 24th July, 1903.

DEAR SIR,—I am directed to acknowledge the receipt of your letter of the 2nd April last soliciting information as to the working of the "Crown Agents" System and the Public Works Department in this Colony in relation to the interest of local merchants and contractors.

As local conditions vary so much in different Crown Colonies, my Committee feel they are hardly in a position to reply in detail to all the points raised in your letter under reply.

You will gather from the enclosed report No. 13/1902 dated 29th March, 1902, of the Commission appointed by H. E. the Governor on 11th October, 1901, to enquire into the Public Works Department, that some of the matters referred to by you have been the subject of comparatively recent investigation here, and, in order that my Committee might be in a better position to consider this matter, a series of questions was drawn up and presented by the Representative of this Chamber at a recent meeting of the Legislative Council. A copy of the latter, together with the Colonial Secretary's replies, is enclosed for your information, and needs little further explanation.

If, as would appear, it be a fact that no reputable firm would be excluded from the Crown Agents' list, the opportunity of tendering for Government supplies is readily obtainable, and my Committee do not consider that the extra cost to the Colony through employing the Crown Agents is incommensurate with the services rendered.

In this connection it must not be forgotten that the Crown Agents undertake a considerable amount of work relating to the engagement of all British employees, such as the polices hospital nurses, sanitary officials, and other trained assistants, required to complete the staff of the various Government departments and for which no specific charge is made.

The question of the advisability of placing Government building contracts in the hands of private firms has also been dealt with by the Commission before referred to, and my Committee endorse the view that public works of "a special nature or of urgency" might with advantage be entrusted to private firms.

I am also to add that, should your Chamber desire a further interchange of ideas, my Committee will be pleased at any time to continue the discussion of this important question.—I am, dear Sir, yours faithfully,

A. R. LOWE,
Secretary.

The SECRETARY,
Chamber of Commerce, Colombo.

OFFICIAL CODE VOCABULARY.

Read correspondence with the London Chamber of Commence:—

Hongkong, 14th May, 1903.

SIR,—Your letter of 7th January last, intimating that my letter to you of the 5th December, 1902, on the subject of the "Official Code Vocabulary" would receive early attention, was duly received.

I have now to confirm the translation of my wire to you of the 12th instant, coded and sent through the courtesy of the Peninsular and Oriental S. N. Co., as follows—"Referring to letter of 5th December, Hongkong Chamber of Commerce support New York Chamber of Commerce resolutions 2nd April request you on our behalf forward protest against official cable code to General Post Office London for presentation International Telegraph Conference. The next meeting is fixed for London 25th May. Lowe Secretary."

I enclose copy of the resolutions of the New York Chamber referred to above, though you will doubtless have already received a copy of these from that body. As this Chamber has recently been in communication with you with the object of obtaining your support to the objections to the code, it will now be sufficient to state that my Committee have always been strongly opposed to the compulsory use of this official code on the grounds that great expense and inconvenience will be entailed on the mercantile community through the necessary amendment of existing codes.

The latest edition of the official code, although containing 1,176,100 words, is still incomplete, and they trust that your Chamber will have seen its way to sympathise with the views of my Committee by forwarding a protest through the British Postal Authorities in order that the matter may be throughly ventilated at the forthcoming Conference.—I am, dear Sir, yours faithfully,

A. R. LOWE,
Secretary.

The SECRETARY,
Chamber of Commerce.

London Chamber of Commerce,
London, 19th June 1903.

SIR,—I have to acknowledge, with thanks, receipt of your letter of the 14th May, covering a copy of resolutions passed by the New York Chamber of Commerce relative to the above matter, which, as you correctly surmise, were bought also to the notice of this and other British Chambers of Commerce. I enclose for the information of your Chamber a copy of the letters addressed to and replies received from His Majesty's Postmaster-General on this matter, from which you will see that active steps were taken to oppose the proposed compulsory adoption of the new official vocabulary, both by resolution passed at a special meeting of this Chamber on the 20th April last, and also by forwarding from time to time protests received from various foreign Associations, whose names are specified in the correspondence sent herewith, It will also be seen that, some time before the opening of the Conference in London (May 26th) the Postmaster-General informed the various Chambers that he had given instructions to the British delegates to oppose the compulsory adoption of the vocabulary.

I trust this information will be satisfactory to you, and remain,—Yours faithfully,

KENRIC B. MURRAY,
Secretary.

The SECRETARY,
Hongkong General Chamber of Commerce.

The CHAIRMAN said it would have been noted that Reuter's telegram of the 18th ultimo stated that the International Conference had completely revised the rules relating to codes, also from 1st July, 1904, any combination of 5 letters would be accepted as a word, and it was satisfactory to know that the official vocabulary scheme had at last been cancelled. What the new rules consisted of would be known locally in the course of a mail or two.

PROHIBITION OF HONGKONG COOLIE IMMIGRATION AT SINGAPORE.

The SECRETARY reported that the following reply had been sent to the Singapore Chamber in answer to their letter of the 12th June read at the last monthly meeting:—

Hongkong, 30th July, 1903.

SIR,—I am directed to acknowledge the receipt of your letter of the 12th ultimo, stating your Chamber's reasons for supporting the recent action of the Straits Government in prohibiting the immigration of coolies from Hongkong, and enclosing the correspondence in relation thereto.

The Committee of this Chamber have considered your inquiry as to whether some means of examination of Chinese passengers could not be devised of a more stringent nature than at present exists in order to reduce to a minimum the chances of plague cases occurring on the voyage or on arrival at your port, and they are of opinion that no examination before leaving

this port would be found adequate to prevent cases of plague occurring on the voyage to Singapore.

I am to point out that the passage money is the only benefit derived by this Colony from this coolie traffic, and the profit on it is not large enough to allow of any further expenses being incurred by the steamship owners. Neither can the emigrating coolie afford to do anything in this direction through want of necessary capital.

My Committee feel compelled therefore to suggest that if Chinese labour is necessary in order to supply the labour market of your Colony it would doubtless be to the advantage of the Singapore community to found a segregation camp on one of the numerous adjacent islands, where the coolies could be landed free of any further cost or delay to the carrying steamer: The transfer of the coolies into Singapore could then be regulated in accordance with the requirements of your Colony and at the expense of those employers of labour who profit by their employment.

No such facilities are at the disposal of this Colony; land is scarce, and the cost of guarding, feeding and shipping the coolies to and from an island camp near here would be more than the trade is worth to the shipping owners, and my Committee could not therefore recommend the Government or the shipping interests to embark on any such undertaking

My Committee desire me to express their appreciation of the friendly nature of your enquiry and to inform you that they will be pleased at any time to discuss this or any other matter having for its object the well-being and furtherance of the trade between the two Colonies.—I have the honour to be, Sir, your obedient servant,

A. R. LOWE,
Secretary.

ALEX. GUNN, Esq.,
Secretary, Chamber of Commerce, Singapore.

The CHAIRMAN said that it was now understood the demand for coolie labour in the Straits Settlements was apparently causing the Singapore Chamber to take the matter up on their own account.

STORM WARNINGS.

The following from the Colonial Secretary was read :—

Hongkong, 23rd July, 1903.

SIR,—With reference to the concluding paragraph of my letter of the 2nd instant, I am directed to make the following observations on the suggestions referred to in the last paragraph of your letter of the 25th ultimo.

2. There does not appear to be any practical advantage to be gained by establishing additional signal stations at Cape Collison and Green Island.

There is no telegraph to either of these places nor direct communication by telephone, and it is probable that a vessel which missed the signal at Blackhead's Hill would miss it at the proposed stations owing to the time taken up in transmitting the information. Moreover, information by telephone is liable to error and the signals could not be verified from the Observatory.

3. I am to invite the attention of the Chamber to Government Notification No. 445 of 25th October, 1890, which has never been abrogated. It contains the following under the head of Meteorological Signals:—

"Masters of vessels *who regularly send their observations to the Observatory* may whenever necessary call at the Telegraph Co.'s office in Queen's Road and send telegrams to the Observatory asking for special information without charge. Such enquiries may also be sent from the Police Station at Kowloon Point, which is connected with the Observatory through a telephone line." This Notification will be reprinted in a new typhoon signal notice, the words underlined in red ink being omitted and the following words substituted:—"and or their Agents." This arrangement appears to be all that is necessary and involves no additional expenditure.

4. Observations from Hainan are supposed to be received twice daily from the Imperial Maritime Customs authorities at Hoihow, but they rarely arrive in time to be of any use. Repeated representations have been made in the matter. The fault appears to lie with the Chinese Telegraph officials, who are responsible for forwarding the messages. Fresh representations are now being made.

5. Observations are telegraphed twice daily from the various stations by which the Observatory is supplied with information. The morning observations are received between 9.30 and 11.30 a.m. and the afternoon observations between 4.00 and 7.00 p.m. It is not possible to make any better arrangement.

6. The Observatory is well equipped and the Acting Director reports that he has never known an application for new and improved meteorological instruments to be refused.

7. With regard to the publication of information offered by other Observatories, I am to refer you to the remarks contained in paragraphs 3 and 4 of my letter of the 31st July last.—I have the honour to be, Sir, your obedient servant,

F. H. MAY,
Colonial Secretary.

After some discussion it was decided to let the matter drop unless subsequent events made it necessary to again ask the Government for the additional facilities desired.

CURRENCY QUESTION.

The following correspondence was read:—

Hongkong General Chamber of Commerce.

Hongkong, 30th July, 1903.

SIR,—With reference to your letter of the 23rd March last (No. 1797/03) stating that a copy of the resolution on the currency question which was passed by the members of this Chamber at a special general meeting on the 18th February last would be forwarded to the Secretary of State for the Colonies, I would beg to remind you that it is now five months since the feeling of the members of this Chamber on this important question was first communicated to you for the information of H.E. the Governor.

Enquiries have recently been made by members desiring to know what action (if any) the Government have decided to take in this matter, and I am therefore instructed by my Committee to inquire whether His Excellency has received an answer to his representations to the Home Authorities, and, if not, whether you can state when such answer is likely to be received.—I have the honour to be, Sir, Your obedient servant,

A. R. LOWE,
Secretary.

Hon. F. H. MAY, C.M.G.,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 31st July, 1903.

SIR,—I am directed to inform you in reply to your letter of yesterday's date that no answer has yet been received from Secretary of State with regard to the currency question, nor is it possible to state when such answer may be expected. His Excellency the Governor's despatch to the Secretary of State, to which an answer is now awaited, was date April 2nd last. —I have the honour to be Sir, your obedient servant,

F. H. MAY,
Colonial Secretary.

The SECRETARY to the
Hongkong General Chamber of Commerce.

A letter dated 1st July, 1903, was also read from the Singapore Chamber informing the Committee of the resolution sent by that Chamber to the Straits Government urging that the further importation of Mexican dollars should be prohibited.

REDUCED TELEGRAM RATES TO EUROPE

The following letter was read:—

Eastern Extension, A. & China Telegraph Co., Ld. Great Northern Telegraph Company, Ld.,
Hongkong Station,
July, 7th 1903.

DEAR SIR,—I have to inform you, for the information of your Committee, that, from the 15th instant. the rate per word charged on telegrams to Europe (except Russia and Caucasus) will be reduced from Fcs. 7.00 to Fcs. 5.50. and the currency rate, which is subject to revision, will be reduced from $3.35 to $2.55. —Yours faithfully,

J. M. BECK,
Superintendent.

The SECRETARY,
Hongkong General Chamber of Commerce.

The CHAIRMAN said it was satisfactory to have to record the reduction in rates, the advisability of which had been urged by the Committee on the Companies concerned for some years past.

CHINA AND AUSTRALIAN MAILS AND THE TRANS-SIBERIAN ROUTE TO EUROPE.

A circular letter was laid on the table which had been received from the North Australian League drawing attention to the resolutions passed by the Council of the League on the 25th May last, and forwarded to the Imperial Postmaster-General in London, favouring the conveyance of mails by the Siberian Railway in conjunction with the Adelaide-Port Darwin Railway and a fast steamer service between Canton or Hongkong and Port Darwin.

H. E. SIR ERNEST SATOW'S INTERVIEW WITH THE COMMITTEE.

His Excellency met the British members of the Committee on Thursday, the 6th instant, and an address dealing with the following subjects was read by the Chairman:—"Obstructions in the Canton River," "Registration of Native-owned Junks under Foreign Flags," "Piracy on the West River," "Inland Waters Navigation Rules," "Absconding Chinese Debtors," National Coinage for China," Payment of Customs Duties in Gold;" British Commercial Treaty of Shanghai, 1902;" and "Proposed Increase of Taxation of Foreign Opium at Canton."

Sir ERNEST SATOW then proceeded to discuss the subjects touched upon in the address, taking them seriatim, asking for further information on several points, of which he made notes, and promising to give his early attention to all on his arrival in Peking. He concluded by expressing his gratification at having been afforded the opportunity of meeting the Committee and thus being able to interchange views with them, and added an assurance of his readiness at all times to consider questions which might be brought to his notice by the Chamber.

BRITISH COMMERCIAL TREATY OF SHANGHAI, 1902.

Information was received from H.F. Sir Ernest Satow on the 7th instant in answer to a telegram of the previous day to Peking a reply had been received stating that the Mackay Treaty ratifications were exchanged at Peking on the 28th July.

PROPOSED NEW TAX ON FOREIGN OPIUM AT CANTON.

The CHAIRMAN said that information having been received that the Canton Viceroy proposed to institude a new tax of Tls. 57.50 per chest imported into Canton on the same lines as proposed last year, a telegram was despatched on the 28th ultimo to the British *Chargé d'Affaires* at Peking protesting against the tax, and a letter giving full particulars was sent on the following day to the British Embassy there. Copies of this letter were also sent to the Hongkong Government and Mr. Consul General Scott, and both had since acknowledged their receipt.

It had since been ascertained that the Viceroy had apparently reconsidered his proposal to carry the new tax into effect, and it was probable therefore that the prompt representations which had been made to Peking by the Chamber would have the desired effect of stopping the attempt to tax boiled opium.

THE TELEGRAPH COMPANIES AND CUSTOMERS' DEPOSIT.

Correspondence from several members of the Chamber was laid before the Committee regarding the recent arbitrary request of the Joint Telegraph Administration requiring each firm to deposit in a certain Bank in the name of the Administration a sum of money equivalent to one month's expenditure in telegrams. After some discussion as to the advisabilty of making any representations to the Companies it was decided to take the matter up as desired by the applicants with a view to more satisfactory arrangements being made or reversion to the former practice.

VACANCY ON THE LEGISLATIVE COUNCIL.

Read letter dated 4th inst. from H. E. the Governor requesting the Chamber to call a meeting of the members to nominate a temporary Member of Council during the absence on leave of the Hon. R. Shewan.

The SECRETARY reported that a special

general meeting of members had been called for Wednesday the 12th inst. at 3.30 p.m. and that the following candidates had been proposed in accordance with the rules:—Mr. H. E. Pollock, K. C. Proposer, Mr. D. R. Law, seconder, Mr. N. A. Siebs. Mr. E. A. Hewett. Proposer, Mr. J. H. Lewis, seconder, Mr. E. W. Mitchell.

IMPORTATION OF SUGAR INTO GREAT BRITAIN AND IRELAND.

The following information was furnished to the Chamber by the Government on the 29th ultimo :—

"Brussels Sugar Convention—All sugar imported into United Kingdom after 1st September must have certificate of origin. This does not apply to sugar which has been used in preparation for such articles as biscuits, chocolates, jam, preserved fruit and confectionery. All sugar imported into other signatory states require certificate of origin, but H.M.'s Government does not yet know what these States may require with regard to articles in the preparation of which sugar may be used.

VOLUNTEER PROMENADE CONCERT.

After the correspondence in the Press on the subject of the non-efficiency of the local Volunteers, what must have suggested itself to the gathering on the Parade Ground on the 22nd inst. was that the Corps is efficient in at least one respect, and that is in their concerts. Of that, after last Saturday's showing, there can be no possible shadow of doubt. Profiting by experience, the responsible parties arranged the seats so as to avoid the congestion which prevailed at the last concert. Boards were also placed to afford protection from the damp ground. The weather, which in the early morning had been wet, was all that could be desired in the afternoon and evening, and though the turf was spongy, promenading could still be indulged in. Flags and greenery tastefully bedecked the platform, which was lit by incandescent gas-lamps. H. E. Major-General Sir William Gascoigne, K.C.M.G., and Lady Gascoigne, and an audience of about 300 were present.

Mr. George Grimble lost no time in getting the Philharmonic orchestra to face the baton, and the opening overture was started within a few minutes of the nine o'clock gun—quite a creditable feat where amateurs are concerned. Since their last appearance the members have been hard at practise; this was evidenced by their performances last Saturday, and what is worthy of special note, the conductor, instead of being a mere figure-head, was looked to for the beat. On this occasion, also, the orchestra, with one exception, consisted of amateurs only. The four orchestral numbers were excellently played, though the music selected was not of the easiest, being classical selections from Beethoven, Weber, and Balfe. Specially worthy of mention were the "Carlotta" waltz—which was encored, the third section and coda having to be repeated—and the "Graceful Dance" from Sullivan's *Henry VIII*. The other instrumental selection on the programme was a violin solo by Mrs. A. Ough, who is no stranger to Hongkong platforms. Mrs. Ough, besides being possessed of first-rate technical skill, seems to be always in sympathy with both music and instrument, and produces an excellent tone; she was warmly recalled. For a first appearance, Miss Murray Bain made a decided impression. She understood the requirements of the song, "Love the Pedlar" (German), and has a sweet soprano voice; her singing was so much enjoyed that a reappearance was called for. Two quartets by Messrs. Mirow, C. H. Lammert, Koenig, and Wacker, "Die Kapelle" and "Der Linderbaum," were the tit-bits of the programme, the latter being especially good. The "Comrades, to arms!" of Mr. W. J. Terrill was martially rendered. Tenors were strongly represented on the programme. Messrs. Mirow and Goldring are very well known as possessing voices above the average, but each in strong contrast to the other—Mr. Mirow having a purely tenor quality and of sweet tone, while Mr. Goldring is a robuster singer with not so much finish; both had a cordial reception. Mr. Goldring sang as an encore his solo of last month, "My Love has come." A decided addition to the local concert platform is Mr. G. H. Edwards, who has a tenor voice of good tone and compass. Allitsen's "Song of Thanksgiving" is rather high for Mr. Edwards in the open, there being a suggestion of strain in his top notes. He repeated a verse as an encore. A bass solo by Mr. J. W. Inglis, an arrangement of an old English melody, "False Phillis," was tastefully sung. The coon song of Mr. G. R. Edwards was poor. Two excellent comic singers in the persons of Messrs. R. H. Stevenson and H. A. Tozer appeared. Mr. Stevenson's songs "What I have I'll hold" and as an encore "Can't he take my word?" were extremely laughable. The advice of Mr. Tozer to the Volunteers to put in their drills because "you 'ave to 'ave 'em" called forth roars of laughter.

For the getting-up and arrangement of the excellent programme Mr. Grimble deserves special commendation. He would receive well deserved reward, however, in the thorough success which attended his labours.

The orchestra was as follows:—First violins—Mrs. A. Ough, Misses Drew and Gretta Bunny, Messrs. F. C. Barlow, C. Schröter, Xavier, H. A. Siebs. G. Sydney, and A. Howard. Second violins—Miss W. Bateman, Messrs. Domnisch, Hell, Rozario, Sheffield, Sibbett, A. Beck, W. L. Pattenden, and Sgt. Jenkins, R. E. Violas—Dr. Swan, Messrs. Gonzales and Rozario, jun. Violincellos—Messrs. Koenig and A. Millar Double bass—Mr. P. N. Sequeira. Flutes—Messrs. Silas and Kammel. Clarionets—Messrs. H. S. Tuxford, G. W. Coster, and Gubbay. Cornet—Mr. Godwin. Tenor trombone—Sapper Powell. Piano—Mrs. S. J. Powell and Mr. F. F. Bove. Conductor—Mr. Geo. Grimble.

The programme was as follows:—

PART I.

1. Overture to *The Bohemian Girl* ..... Balfe.
ORCHESTRA.
2. Quartet ..... "Die Kapelle," ..... C. Kreutzer.
Messrs. MIROW, C. H. LAMMERT, KOENIG, and WACKER.
3. Baritone Solo "Comrades, to Arms!"... Veaco.
Mr. W. J. TERRILL.
4. Coon Song { "I can't think of nothin' else but you,"..... } Dacre.
Mr. G. R. EDWARDS.
5. Bass Solo { "False Phillis" (Old English Melody) } Arr. by H. Lane Wilson.
Mr. J. W. INGLIS.
6. Tenor Solo { "A Song of Thanksgiving," ..... } F. Allitsen.
Mr. G. H. EDWARDS.
7. Comic Song... "What I have I'll hold,"... ——
8. { (*a*) "Turkish March" from *Ruins of Athens*..... } Beethoven.
{ (*b*) "Graceful Dance" from Incidental Music to *Henry VIII*.... } Sullivan.
ORCHESTRA.

PART II.

1. Overture to *Der Freischutz* ..... Weber.
ORCHESTRA.
2. Tenor Solo ... "On the River,"..... G. Pressel.
Mr. E. MIROW.
3. Violin Solo { (*a*) "Madrigale," ... Simonetti. (*b*) "Scherzo," ... D. van Goens.
Mrs. ARTHUR OUGH.
4. Quartet....."Der Linderbaum,"... F. Schubert.
Messrs. MIROW, C. H. LAMMERT, KOENIG, and WACKER.
5. Soprano Solo, "Love the Pedlar," Ed. German.
Miss MURRAY BAIN.
6. Tenor Solo "Love, could I only tell thee," Capel.
Mr. P. W. GOLDRING.
7. Song ..... "You 'ave to 'ave 'em," ..... ——
Mr. H. A. TOZER.
8. Waltz ..... "Carlotta," .... Millocker.
ORCHESTRA.

"God Save the King."

Two items about Northern railways come from the *Sinwanpao*. The railway between Chenting and Shengti, Chili, has been completed. The authorities propose to run regular trains by the end of the current month, but the exact day is to be fixed by the Directors-General of Northern Railways.—Recently there have been numerous cases of robbery with violence in the vicinity of the stopping places of trains on the Tientsin-Paoting Railway. Not only travellers have been waylaid and deprived of all they carried, but the people of the neighbouring villages have also suffered from their violence, very often in broad daylight; in fact several villagers have been captured by the robbers and held for ransom.

SANITARY INSTITUTE BRANCH FOR HONGKONG.

PRELIMINARY MEETING.

In the Sanitary Board Room on the 25th inst. a meeting was held for the purpose of considering the advisability of forming a branch of the Sanitary Institute in Hongkong. Hon. Dr. J. M. Atkinson, P.C.M.O., was called to the chair, and others present were Hon. Wei Yuk, Dr. W. W. Pearse, Dr. Barnett, Colonel Webb, R.A.M.C., Deputy Inspector-General W. B. Drew, R.N.; Major Dopping Hepenstal, R.E.; Captain E. C. L. Fitzwilliams, A.S.C.; Mr. A. Gibson, Mr. E. A. Hewett, Dr. Mariott, Mr. Lau Chu Pak, Mr. Fung Wa Chun, Mr A. Rumjahn. Mr. E. W. Carpenter, Mr. D. Jaffe, Mr. H. T. Jackman, Dr. Drew, Mr. Leigh, Mr. A. Shelton Hooper, Mr. A. H. Ough, Mr. E. M. Hazeland, Mr. F. Browne, and Mr. A. Carter.

Hon. Dr. ATKINSON having explained the object of the meeting, the proposal to form a branch of the Sanitary Institute was unanimously approved.

It was agreed to have two lectures a week, beginning in October in the Board Room, the lecturers to be Mr. F. Browne, Dr. Pearse, Mr. A. H. Ough, Mr. D. Jaffe, Mr J. J. Bryan, Dr. Hunter, Mr. A. Gibson, and Captain Fitzwilliams, A. S. C. It was also decided to ask Mr. H. G. C. Fisher and Mr. J. Orange to give lectures.

It was further agreed that two examinations should be held—one for sanitary inspectors and an advanced examination in practical sanitary science. The Board of Examiners was appointed as follows:—Hon. Dr. Atkinson, Hon. W. Chatham, Hon. H. E. Pollock, K.C., Mr. J. Orange, Mr. D. Macdonald, Colonel Webb, Mr. R. H. King, Captain Fitzwilliams, and Mr. A. H. Ough.

Dr. Barnett was appointed secretary and Mr. A. Carter assistant secretary.

A sub-committee, consisting of Hon. Dr. Atkinson, Mr. E. A. Hewett, Mr. A. H. Ough and the secretary, was elected to make further arrangements.

This was all the business.

PRESENTATION TO MR. KIDD,

On the invitation of the foremen employed on the Naval Yard extension works, a large number of friends assembled on the evening of the 22nd inst. in the foremen's quarters on the works to witness the ceremony of presenting to Mr. W. Kidd, chief agent of Messrs. Punchard, Lowther & Co., on the occasion of his approaching departure for home, a memento of his stay here in the shape of a handsome silver punch-bowl mounted on an ebony stand.

Mr. John Ritchie filled the office of chairman, and in making the presentation he said that when it became known that Mr. Kidd was about to leave Hongkong there was a spontaneous feeling amongst the outdoor staff that they should accord to Mr. Kidd some tangible proof of the esteem in which he was held. The punch-bowl he now had the pleasure of handing to Mr. Kidd was the outcome of that feeling, and he trusted that it would long serve as a pleasant reminder of his sojourn in Hongkong.

In expressing his thanks, Mr. Kidd said he would always look upon the gift as a token of the good feeling which had always existed between himself and those working under him. It was with the engineer's feelings of regret that he felt sorry he had not seen the work completed, but, he explained, the reason of his departure was purely a personal and private matter. In concluding, Mr. Kidd recorded his further thanks for the cordial help and co-operation which had been extended to him, and asked that the same loyal assistance should be accorded to his successor, Mr. Williams.

The inscription on the punch-bowl reads as follows:—"Presented to Wm. Kidd, Esq., M.I.C.E., by the members of his outdoor staff, on the occasion of his leaving for England."

A theatre manager, Eugenio Ocampo by name, and some actors have been arrested in Manila for putting on the stage a seditious play entitled *Yesterday, To-day, and To-morrow*. One of the actors was the author of the play. Bail was fixed at $5,000 in each case.

NAVAL BOAT RACE AT CHEFOO.

The Italian cruiser *Lombardia*, which left for home on the 26th inst., has a boat's crew who have won many laurels in the two years the ship has passed on the Far East station. Besides many successful races on a small scale with the other vessels of the Italian squadron, an exciting race was won against a boat's crew of the U.S. gunboat *Elcano* at Hankow on 25th June last for a bet of $140 a-side.

When the *Lombardia* arrived at Chefoo, where there were 28 men-of-war, amongst them twelve belonging to the United States squadron, the fame of her boat's crew excited great interest, especially as the *Oregon* also had an excellent crew which had beaten all the others of the squadron. In a short time it was arranged that the two crews should row a race of over two nautical miles The Americans commenced by betting $1,600, which was promptly covered on the other side, and the sum was gradually increased until the bet was for $1,200 a-side.

The race was rowed on 21st July last in presence of the Italian Admiral, and after a hard struggle, the boats keeping together almost the whole time, the crew of the *Lombardia* won by two lengths. After the race the two boats passed under the Italian flagship, and were enthusiastically cheered by the Italian blue-jackets.

CHANG CHIH-TUNG'S VIEWS.

Ex-Viceroy Chang has been interviewed by the *Asahi's* correspondent. His Excellency takes the view that China is not strong enough to give effect to her protests against Russias' continued occupation of Manchuria, and that if some third Power intervenes to bring about evacuation, Russia will turn her hand towards Ili. It will be only a transfer of sinister activity from one place to another. The old Viceroy is not represented as having followed out that train of reasoning. He does not say what he must have said had he pursued the matter to its logical sequel, namely, that since all China's outlying territories are doomed to be eaten up, it really doesn't matter much where the process of consumption takes place. History has been inexorably consistent in this matter. It began to be written in 1873 when Marquis Saigo led a Japanese force to Formosa to exact reparation for outrages against the Liukiu islanders. From that day Linkin, the first of the buffer states, practically ceased to be a Chinese dependency. Then followed the Kuldja affair in 1878. Russia, on that occasion, set out along pretty much the same route that she has followed with regard to Manchuria. She showed at first the utmost readiness to consider Chinese rights, and declared herself willing to surrender all the territory she had occupied so soon as China took steps to garrison it effectually. But when the moment came to sign the Livadia Treaty, St. Petersburg held the Tekes Valley while giving up Kuldja, thus retaining the passes through the mountains of Heaven to Kashgar. It is true that Russia subsequently conceded to Marquis Tseng's diplomacy nearly everything that she had refused to Chung How's, but this incident nevertheless belongs to the historical series of the shocks that have loosened China's hold on her dependencies. The loss of Annam, Tonkin, and the war of reprisals in 1885 stripped her of everything beyond the southern borders of Kwangtung, Kwangsi, and Yunnan Burma was torn off with similar ruthlessness, though not without the application of a slight anæsthetic in the shape of the O'Conor tribute. Corea, Formosa and the Pescadores all fell away simultaneously. Manchuria is now virtually gone and Viceroy Chang seems to think that the best way to prevent Russia's hunger from entering at once upon another acute phase is to let her digest Manchuria at her leisure. But it is only deferring the evil. Ili, Kashgar, Mongolia —all will go as Burma, Annam, Tonkin, Formosa, Liukiu, Corea, and Manchuria have gone and China will inevitably stand naked before the storm of foreign aggression, raging from the four quarters simultaneously. There is something plaintive and pitiful in Chang Chih-tung's caution; better that the stomach of the great territory-swallower should remain sated for a moment than that hunger should at once drive him to seek a new mouthful. China is like the traveller pursued by wolves. She throws her children one by one to the pursuing pack.—*Japan Mail.*

FIRE ON THE "INDRAWADI" AT SINGAPORE.

In Singapore Harbour on the 18th inst. the British steamer *Indrawadi* of the Indra Line hoisted the signal that she was on fire, and the agents at once communicated with the Tanjong Pagar Dock Co., who sent the tugs *Sunda* and *Bangkok* to the assistance of the burning vessel. The fire, which occurred in the larger of the two after-holds, was first discovered by the second officer. The vessel was working cargo at this hold on the previous day, and as she was to leave for New York on the 18th the hatch was put on and securely fastened for the voyage. By a mistake, however, the cargo-slings were left in the hold, and as these were needed this morning to work a small quantity of cargo to be put in the fore-hold, the hatch was taken off and the second officer, Mr. Scott, went down into the hold with a quarter-master to obtain them While in the hold Mr. Scott discovered a small wisp of smoke issuing from behind some bales, and further examination proved that the smoke was coming from the very bottom of the hold. Efforts were made to locate the fire and extinguish it, but these were of no avail. The hatch was then put on again and securely battened down, but before long the gases generated blew off the hatch, the force of the explosion sending it over the side, or otherwise some of the crew might have been seriously hurt. The second officer as it was had a narrow escape, as he had only just stepped off the hatch a minute or two before it was blown away.

By this time the tugs *Sunda* and *Bangkok* had arrived and hose were got to work from these vessels on to the burning cargo. They were only sufficient, however, to keep the fire under control till about 11.30, when it broke out again and volumes of stifling smoke poured from the hold, driving back the officers and crew of the steamer, who were working strenuously to extinguish the fire. It was then decided to swamp the hold, and seven jets were got to work, the pumps on the tugs working at full power. This fortunately subdued the fire, though the quantity of water pumped into the vessel gave her a heavy and dangerous list to starboard. The origin of the fire is not known, says the *Free Press*, but as the hold where it occurred was full of tea, gutta-percha, and kapok it probably broke out amongst the latter, through a match being carelessly dropped by one of the cargo-coolies. The vessel was to be taken to Tanjong Pagar, where the damaged cargo, which is said to be fully insured, was to be removed.

The *Indrawadi* arrived at Singapore from Yokohama on the 12th, having called at Kobe, Moji, Shanghai, and Manila. Her owners are T. B. Royden of Liverpool, and she is quite a new ship, having been built only last year at Whiteinch on the Clyde. The *Indrawadi* is a vessel of 3,369 tons gross and is commanded by Captain Conby.

NEW TERRITORY NOTES.

SHOOTING.

A number of shooting parties visited the New Territory on Sunday intent on bagging some of the snipe which are now beginning to come down. So far as the finding of the birds was concerned there was considerable disappointment, for they are not yet to be seen in such numbers as to make their pursuit exhilating; and there is too much water in the fields to permit of good sport. But given a week of dry weather, the paddy-flats should be in very fair condition and good shooting plentiful by next Saturday. Pigeon provide the best sport at present.

A gentleman, shooting on Saturday, killed a beautiful specimen of a kingfisher as it rose from the paddy. When the bird was picked up, there was found in its beak a small live fish that it had just taken from the water.

THE FRUIT CROP.

Pears and pineapples are one of the largest crops on record. At Shamchun, from which great quantities are shipped daily to the Hongkong market, the choicest pineapples can be bought for two cents apiece, and considering that eight or ten cents is the price charged in Hongkong there must be an enormous profit made somewhere. The cost of freight down the river is trifling.

WATER BUFFALOES.

Dwellers in the New Territory have ample opportunity of noticing the antipathy which water buffaloes entertain for Europeans. These big, cumbersome looking brutes are exceedingly dangerous when roused, and nothing seems to anger them so much as the sight of a white person, whom very often they endeavour to reach with their formidable horns. Sportsmen walking across country generally give them a wide berth. Should anyone be charged by a buffalo he had better seek safety in flight. Should he be lucky enough to carry a fowling piece the best thing to do is to let the buffalo have a charge of smallshot when he is 40 or 50 yards away. The bullets will not penetrate his thick hide, but they sting sufficiently to make a retreat advisable on the part of the quadruped.

CANTON.

[FROM OUR OWN CORRESPONDENT.]

Canton, 26th August.

THE ALLEGED RIOT AT FATSHAN.

Alarmist reports were in the air last week from Fatshan. It was said that the workmen on the railway had risen against the engineers, and that the latter had fired in self-defence and killed three Chinese. The truth is that a stone was thrown at one of the engineers who had struck a coolie, but nothing more alarming than this occurred. There has, however, it is true, been a good deal of discontent among the employees of the Railway Company, and this came to a head last Wednesday, when they stuck work, complaining that 40 cents *per diem* was not enough for wages, considering the long hours and the great heat. They demanded a rise of 20 cents, which was refused, but finally they were given 10 cents rise a man, and matters are quite settled down at present

THE VICEROY'S POSITION.

The Chinese papers have it that the Viceroy is to be transferred to Chili province, and that he will be succeeded either by Yuan Shikai or Ku'ei Chun, who was formerly viceroy in Szechuen. It is to be hoped that there is no truth in this rumour, and indeed it seems unlikely that Shum should be removed when he is obviously doing good work. The latest news of his doings is that he has degraded some more officials, and it is even reported that he intends to remove all the Kwangsi officials, high and low, civil and military alike, who served under his predecessor.

CORRUPTION.

A good example of the universal corruption which prevails in official circles is the case of Pei King Fuk, who as Namhoi magistrate roused universal hatred among the Cantonese, and who was degraded and heavily fined by Shum on his arrival. This man has now been appointed as Expectant Taotai in Kiangsu, which post of course far exceeds in importance his late post at Namhoi. He is said to have given an enormous bribe to the chief eunuch Li to secure this position, and this would seem to be the truth. It is no wonder that the reformers should despair when they see the work of a patriotic Chinaman like Shum undone by the wire-pullers behind the throne.

Land values are still advancing steadily in every part of Singapore. On the 19th inst., the *Straits Times* records, Government did very well indeed in the auction sale of certain land and houses on the railway side of Orchard Road. The land and houses referred to formed a portion of the property acquired by the Government some three years ago for the railway. The price then paid by Government was about $2.45 per square foot. At all events that was the upset price, and $3.05 was the figure realised on the 19th, giving a profit of over $5,000 on the area disposed of—namely 8,943 square feet. The price is the highest that has yet been obtained for anything on Orchard Road, and it shows a marked increase in values in that part of Singapore.

CORRESPONDENCE.

INTERPORT CRICKET.

TO THE EDITOR OF THE "DAILY PRESS."
Hongkong, 26th August.

SIR,—A lot has been said lately with regard to the Interport Cricket week at Shanghai, and as to the likelihood of Hongkong sending up a team to represent her. From a rumour current this morning it appears that *taipans* have not proved so obstinate as was before supposed, with the result that very probably the end of September will see a dozen odd representatives leaving Hongkong for the Northern port, to strive to uphold the prestige of the Colony at cricket, and possibly tennis. This leaves us with about a month in which to practise (Shanghai have been playing for two or three months now) and our cricket committee has not yet seen fit to provide nets for those aspirants to Interport honours at which to practise. Besides, since the end of last season, new cricketers of merit may have arrived in the Colony, who will hardly have time to prove their mettle, and who may possibly be excluded from the team by sheer want of practice and nothing else. I notice the Cricket Ground is rolled nearly every evening, presumably for lawn-bowls; why not get out the nets and then see who will be in the majority, lawn-bowlers, or cricket bowlers and batters? Give it a trial, you energetic committee, and perhaps you will find there is some merit in the suggestion of—Yours, etc.,

M. C. C.

CRUELTY IN HONGKONG.

TO THE EDITOR OF THE "DAILY PRESS."
Hongkong, 27th August.

SIR,—In view of the approaching formation in this Colony of a society for the prevention of cruelty to animals, may I suggest through the medium of your valuable columns for the consideration of its committee that a portion of their benevolent and merciful feeling should also be extended to the speaking animals? As towards the dumb ones we have to be kind and gentle, I am sure, in dealing with our own fellow-creatures, we ought to be more so.

In instances such as those enumerated below the time and money of the society would be well spent if the members are authorised to prosecute the perpetrators. I don't say they are of frequent occurrence, but no one can deny that they do not sometimes occur. Drunkards are dragged along to the Station and when nearing the gate they are kicked and pressed down so that their knees are bumped against the concrete or stone slabs. Crowds gathering in the streets or at the wharves are slapped, kicked and thrashed in a manner that, I am sure, will put to the shade any ill-treatment of the dumb animals. Thieves and suspicious characters, who, it may be said, deserve no compassion, when arrested on board boats of at the wharves are beaten and kicked before they are hauled up to the Station. On the way up they are held very tightly by their cues, so tightly, in fact, that their heads are pulled right back with their faces skyward—thus inflicting unnecessary suffering. Hawkers when they sight a policeman take to their heels with the latter in hot pursuit. Their wares are scattered about and trampled upon and when caught they are given a good drubbing and then dragged to the lock-up. Sickly beggars are shuffled and pushed along at a rate that would even tax the enduring power of an ordinary athlete.

Any one of these instances is just as bad as tying the legs of a bird and carrying it with its head hanging down. When dumb animals are treated cruelly we know that their sufferings are terrible though they cannot speak; but do we not know that the sufferings of a human being, who, though able to speak and yet dares not speak or is not given a chance to speak, must be far more terrible?—Yours, etc.,

A HEARTY SUPPORTER.

THE PUBLIC GARDENS.

TO THE EDITOR OF THE "DAILY PRESS."
Hongkong, 27th August.

SIR,—A visit to the Public Gardens led me to a few vulgar reflections. Of course public gardens are favourable to reflection, and doubtless ours in Hongkong will become more and more so. Thus reflection gathered and circled around the new rules and regulations as affecting the Gardens as a public resort. Children and their amahs were numerous and in cheerful ignorance of rules and regulations, and we would only wink at rather than curtail their liberty, very large liberty. I am only a semi-respectable party and cannot present my card, therefore I am deprived of my former freedom of access to the Gardens and look on with envious gaze at the extremely respectable element adorning the grounds twice a week. Now my semi-respectable brother is arrayed to-day in a waistcoat in place of a fully-respectable coat, a fatal error on this hot day, for it bars entrance in the eyes of the executive of new rules and regulations. Yet that youth who presumed to enter the gate was of a mild and hopeful demeanour, and might have been saved by the civilising and refining atmosphere, the neat and orderly walks, the beauties of trees and flowers; but no! he is outside the pale of respectability.

We have in a moment of weariness, put our feet on a seat, not our muddy boots, being slightly respectable; but the wholesome fear inspired by the rebuke of a constable has entirely cured us of again committing such enormity. Finally, I seriously reflect that for persons outside the extremely respectable, that is the large majority, ordinary judicious sensible police surveillance could have obtained without restricting liberty of access to Public Gardens.—Yours, etc.,

GRAMPUS.

HONGKONG AND WHAMPOA DOCK CO., LD.

HALF-YEARLY MEETING.

The ordinary half-yearly meeting of shareholders in the Hongkong and Whampoa Dock Co., Ld., was held at the offices of the Company, Queen's Buildings, on the 24th inst. The Hon. Sir Paul Chater, C.M.G. (chairman), presided, and the others present were Hon. C. W. Dickson and Messrs. N. A. Siebs, E. Goetz, C. Michelau, J. H. Lewis, E. S. Whealler, D. E. Brown, J. S. Van Buren, E. W. Tilson (directors), W. B. Dixon (chief manager), T. I. Rose (secretary), A. V. Apcar, A. F. Aroulli, G. M. Bain, J. P. Braga, W. E Clarke, W. Danby, Albert Denison, Fok Kam Yim, Fong Tsz Chit, Fung Mak Heung, A. R. Gubbay, Ernest David Haskell, E. A. Hewett, Ho Fook, Ho Kom Tong, Ho Tung, Henry Humphreys, W. M. Humphreys, J. W. Jameson, E. S. Joseph, S. A. Joseph, R. K. Leigh, J. J. Leiria, Li Yik Sun, Lo Cheung Shiu, Donald Macdonald, J. R Michael, S. J. Michael, R. Mitchell, A. G. Morris, E. J. Moses, Pun Chee Ting, T. H. Reid, C. W. Richards, C. H. Rogge, Hans Schubart, Frank Smyth, R. C. Wilcox, W. G. Winterburn, and A. G. Wood.

The SECRETARY having read the notice calling the meeting,

The CHAIRMAN said—Gentlemen,—With your permission, we will take the report and statement of accounts, which have been in your hands for some time past, as read. It affords your directors pleasure to be able to lay before you an improved report, the result of the past six months working comparing favourably with those of the previous two half-years. The net profit for the six months ending 30th June last is $476,838 29, so that after including the amount brought forward and deducting directors' and auditors' fees there remains to be dealt with $342,395.13, which the directors recommend distributing in a 12 per cent. dividend to shareholders, absorbing $300,000; by writing $36,579.39 off the value of Kowloon Docks, and $2,772.04 off the Cosmopolitan Dock; placing $8,750 to the credit of a marine insurance account to cover ordinary harbour risks on our floating plant (excluding the dredger *Canton River*, which is separately insured), and carrying forward to the new account the balance, $314,293.70. The Board trust the appropriation recommended will meet with your approval. Since our last meeting the directors decided to open a marine insurance account to cover ordinary harbour risks on tugs, launches, lighters, &c., the annual contribution to be 5 per cent. on their value. This account coming to your notice for the first time, the Board decided the first half-year's contribution should be dealt with in the appropriations, as you will doubtless have observed, but in future the contribution will be passed to the debit of working expenses. Turning to the revenue account, it will be seen that towage account shows a loss. This is accounted for by the cost of heavy overhaul of the *Fame* in March last. On the other side is shown the sum written back in connection with the settlement of the account with Messrs. Houston & Kidd. During the period from January 1st to June 30th, of steamers and vessels of all kinds, except launches and lighters, we have docked upwards of half a million tons, the exact figures being 550,189 tons, of which 87,541 were war vessels This constitutes an increase of 20 per cent. of tonnage over the corresponding half-year of 1902. The increase is entirely on merchant shipping; the tonnage figures for war vessels of all nationalities being within a fraction the same for 1903 as for 1902. My predecessors in the chair have referred to the difficulties experienced in satisfactorily fulfilling our docking engagements owing to the calls upon our No. 1 dock, and I have now to inform you this difficulty is in no way lessened. It is only by most careful manipulation that we are able to give our regular constituents even partial satisfaction. As you are aware, the No. 1 dock has been lengthened to 576 feet to accommodate such sized steamers as the *Korea* and *Siberia* for docking, but it is still too short to permit of the propeller-shafts of these steamers being withdrawn, and to enable us to do this work, it is absolutely necessary that it be further lengthened. It is manifest that if we cannot undertake the work of withdrawing their propeller-shafts, such steamers will have to dock where it can be accomplished. As briefly notified in the report, we have now ordered the engines, electric motors, and condensing plant for the electric power extension at Kowloon. The two boilers for this service have been satisfactorily tested at Kowloon and will shortly be placed in the power-house. The old engine-works has been cleared of most of the machines and they have been transferred to the new shops into suitable groupings for the electric drive. The building will be shortly re-roofed and renovated. The brass-shop and store, which formed an annex, is being pulled down, and the brass-workers' shop is already transferred to a spacious floor in the west annex of the new building. This will greatly improve the frontage of the engine-works and widen the road there. It is expected that the whole of the plant above enumerated will be delivered before the end of this half-year, and we have great hopes that before the next half-yearly meeting, the electric drive of the engine-works will be installed. We have turned out three large-sized and successful launches, two of which, one for the P. & O. Company and the other for the Standard Oil Company, are at work in this harbour. The Bangkok lighters are well in hand for delivery to date. We have quite recently secured an order for a passenger steamer for the West River steamship companies and are dealing with other enquiries. The general question of a development of shipbuilding has our attention. You have a tract of unutilised ground available for this purpose. So long as steel and iron and other materials have to be procured in Europe, the cost of freight and insurance is a charge which enhances the cost of shipbuilding. On the other hand the cost of bringing vessels built in England out here is a set-off against that, and with proper appliances there is no reason why you should not compete successfully for ships for the local and coast trades, though you would have to be satisfied with a small percentage of profit. The agents of the s.s. *Pembrokeshire* having invited us to tender for the repairs to that steamer, we sent our representatives to Shanghai, and upon their information submitted a tender which was accepted. As you are all aware, she is now at our Kowloon establishment, and the work of repairing is progressing rapidly. The steamer was successfully brought down to us from Shanghai, under the superintendence of Mr. Mumford, in the face of many difficulties, climatic and otherwise. I am pleased, Gentlemen, to be able to tell you that the prospects for the half-year are satisfactory. Before

proposing the adoption of the report and passing the statement of accounts, I shall be glad to answer to the best of my ability any questions you may desire to ask.

There were no questions, and the CHAIRMAN moved the adoption of the report and accounts as presented.

Mr. HO TUNG—Gentlemen,—We have met to-day for the purpose of adopting the report and passing the accounts, which indicate a very satisfactory if not too brilliant state of affairs in connection with the business of the Dock Company. The observations which the Chairman has just made concerning our property and the business of the Company cannot but be regarded in the most pleasing light by the shareholders of the Dock Company, which, from its great financial soundness and the unassailable position it enjoys, holds second place to no establishment of its kind in the East. (Applause.) In the policy which the Chairman and his colleagues on the board have initiated by the formation of a marine insurance account, I for one fully endorse the wisdom that dictates prudence; in adopting this policy we shall be shaping a course to strengthen and consolidate our position, and on this principle must our future prosperity be built. To be able to dock, approximately, ten per cent. of the entire shipping entering this port is indeed satisfactory. (Applause.) Assuming that the tonnage of this port increases in the same ratio as it has done in the past, and that the business of the Dock Company correspondingly increases, the work we may have to handle should about double itself within the next ten years; hence it is that I fall in entirely with the proposal for the lengthening of the No. 1 dock at Kowloon, in connection with which scheme the announcement that attention has been given by the board to the general question of shipbuilding is particularly pleasing. That this industry can be made a remunerative one under judicious management future reports should furnish ample testimony. At no time in the history of the Company has more increasing confidence on the part of the shareholders rested in the management than at present, and I think we may safely leave our affairs to be maintained at least in the present satisfactory state, and in all probability to be greatly improved as opportunity arises. With these few remarks I have much pleasure in seconding the motion for the adoption of the report and the passing of the accounts. (Applause.)

The motion was put to the meeting and carried unanimously.

This was all the business.

SUPREME COURT.

Saturday, 22nd August.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM M. GOODMAN (CHIEF JUSTICE).

A PERIL OF THE SEA.

In the matter of Un Wang Fung Ling Sze *v.* Tang Kow, action No. 174 of 1902.

His Lordship delivered the following judgment:—In this action, brought by the plaintiffs to obtain payment from the defendants of a sum of $1,339 21, principal and interest due under a promissory note, judgment was given in favour of the plaintiffs last November, but execution was stayed pending the hearing of a counter claim set up by the defendant claiming some $13,203.9 damages against the plaintiffs, in respect of an alleged breach of a charter party. The question whether the plaintiffs in the action were liable, whether they had in law committed a breach of a charter party between them and the defendants, was argued before me some days ago by Mr. Slade for the charterer and by Mr. Morgan Phillips for the owner. It was arranged that if I held the plaintiffs (the shipowners) liable for breach of contract, the question of the quantum of damages could be decided later on. This judgment, therefore, deals with the question—"Certain facts being admitted, do such facts show a breach of charter party by the shipowner rendering him liable to pay damages to the charterer?" The facts out of which the counter claim arose are as follows. Some time before the charter party was entered into a steamer, the *Futami Maru*, was wrecked on or near the island of Mindoro, in the Philippines, and the defendant, who is an engineer residing at Yaumati, having made certain arrangements in that behalf, was desirous of salving as much as he could of the cargo of that wrecked steamer. Accordingly he entered into negotiations with the plaintiffs, who, under the name of So On, were owners of a lorcha called the *Shun Wo Cheung*, for the hire of that vessel for three months with a view to facilitate his salving operation, and to bring to Hongkong so much of the wrecked cargo as he succeeded in salving. These negotiations resulted in an agreement in Chinese, dated the 4th February, 1901, being entered into between the owner of the lorcha (the plaintiff in the action) and the On Cheong Company, who may be taken to be in reality the defendant in the action. As the plaintiff in the action is really the defendant in the counter claim. I will, to avoid confusion hereafter call the respective parties the "owner" and the "charterer." The translation of the charter party as certified to by the Court translator to be correct is as follows:—

The maker of this writing for granting the charter of a vessel is Captain So Yeung, who, on behalf of the vessel-owner, So On, grants to the On Cheong Company the charter of the Shun Wo Cheung strongly-built lorcha, with brass-covered bottom, built by him (So On), holding a capacity of about 7,000 piculs, including all the tackle on board, together with the foreign rifles, cannon, gunpowder, shells and shots all complete, and carrying a crew of sixteen hands, So Yeung, the captain, and employees and sailors included, valued at the price of fifteen thousand dollars as agreed. It is distinctly decided that (the vessel) shall go from Hongkong to Mindoro Island in Manila and convey goods damaged by water back to Hongkong, and the term shall be limited to three months. The charter-money shall commence from 1st February, 1901, and shall be one thousand five hundred and fifty dollars per month payable in advance in bank-notes. After the term of three months, if a few days have elapsed, they shall be counted as ten days and rent for same shall be calculated accordingly; if over ten days have elapsed they shall be counted as twenty days; if over twenty days have elapsed they shall be counted as one month; if one full month has elapsed it shall be counted as one month and ten days; and if further time has elapsed it shall be counted in the same way accordingly. After the vessel has been chartered, the manager of the On Cheong Company shall have the liberty to direct the vessel to sail or to stop. Should the On Cheong Company require the assistance of the employees and sailors on board the vessel in the loading and discharging of cargoes additional wages must be arranged for compensating or rewarding them. The instruments for raising goods, pulleys, blocks, cards, ropes and divers, etc, used for dredging the goods, shall be supplied by the On Cheong Company. In case of the vessel being detained by the authorities on account of the infringement of the Chinese or Western laws, or in case of such like evils, the On Cheong Company shall attend to it and settle it properly. If the employees and sailors violate any law the (owner of the) vessel shall attend to it and settle it properly. If the vessel meet with an accident and cannot be taken back to Hongkong to be restored to the vessel-owne (the On Cheong Company) shall voluntarily let the vessel-owner So On take the ten thousand dollars for which it is insured by the Insurance Company in satisfaction of the value of the vessel, as the remaining five thousand dollars shall be borne by the vessel-owner himself; this together with other sum amounts to fifteen thousand dollars. This is voluntarily agreed to by both parties and no disputes under any pretext shall be allowed. Lest words of mouth should bear no evidence, this writing for granting the charter is forthwith made and handed over to the On Cheong Company to be held and kept as a proof.

Witness—Kwok Cheong,
The Shun Wo Tsung,
So Yeung, on behalf of the vessel,
So On, his true handwriting.

4th February, 1901.

The vessel was to go from Hongkong to Mindoro Island and convey goods damaged by water back to Hongkong, and the charter was granted for a term limited to three months. The value of the vessel was fixed at $15,000 and the owner was to have the benefit of the $10,000 insurance money if the vessel met with an accident and could not be taken back to Hongkong to be restored to the owner, the owner bearing the other $5,000 loss. It seems the charterer effected the insurance and deducted the premium out of his payment under this charter. The charterer was to have liberty to direct the vessel to sail or stop, and if he wanted the services of the crew for loading and discharging cargo he was to arrange for their reward. The instruments for dredging the wrecked goods were to be supplied by the charterer. The charter money of $1,550 a month, payable in advance, was to commence from 1st February, 1901; and accordingly the first $1,550 was duly paid. Two pilots were also put on board, whose wages were to be paid by the charterer, the captain not being familiar with the locality to which the vessel was to go. The charterer placed on board the apparatus to be used for salvage operations, and the lorcha started for Mindoro on the 9th February, 1901. It unfortunately got wrecked through a "peril of the sea" on 12th February before reaching Mindoro. It is admitted by both sides that the wreck was not owing to the negligence of anyone; it was through a peril of the sea. The lorcha having practically ceased to exist, the charterer claims that the owner has broken the agreement and is liable to pay as damages for breach of the charter party the value of the salvage apparatus on board, which was lost, the cost of new apparatus, and $5,000 damages for the delay rendered necessary in commencing the salvage operations, whereby it is alleged a quantity of the cargo was lost to the salvor (the charterer). The charterer, moreover, contends that the $1,550 paid in advance for the first month hire must be refunded by the owner. It is well in the first place to consider what are the well-known principles of law where the performance of a contract becomes impossible owing to the perishing of the thing which is the subject matter of the contract. These principles were fully discussed and clearly established in 1863 in the well-known case of Taylor *v.* Caldwell, 3 Best and Smith's Reports, page 826. There, A agreed with B to give him the use of the Surrey Music Hall on certain specified days for the purpose of giving four concerts and *fêtes*, at a rent of £100 for each of these days. The agreement had no express stipulation for the event of the destruction of the Hall by fire. This event, unfortunately, occurred, and the Hall was burnt down before the first concert day. Therefore, B, who had been put to considerable expense in advertising and preparing for the concerts, sued A, alleging that as A had agreed to let the Hall without expressly excepting fire, he was liable to pay damages for breach of contract. Blackburn, J. (afterwards Lord Blackburn), however, held that the plaintiff could not recover. In a learned judgment, after reviewing the Roman law as to obligations *de certo corpore*, and stating the principle to be that the debtor *corporis certi* is freed from his obligation when the thing has perished, neither by his act nor his neglect and before he is in default, unless by some stipulation he has taken on himself the risk of the particular misfortune which has occurred, he goes on to point out that common law authorities establish that, in such a contract, the same condition of the "continued existence of the thing is implied by English law." After discussing such contracts as promises to marry, to paint a picture, apprenticeship deeds and other cases where the implied condition is of the life of a human being, he goes on to discuss others in which the same implication is made as to the continued existence of a thing. Then, at page 839, he sums up by saying, "The principle seems to be that in contracts in which the performance depends on the continued existence of a given person *or thing*, a condition is implied that the impossibility of performance arising from the perishing of the person *or thing* shall excuse the performance." He continues as follows (referring to the cases he has discussed): "In none of these cases is the promise in words other than positive, nor is there any express stipulation

that the destruction of the person or thing shall excuse the performance; but that excuse is by law implied, because, from the nature of the contract, it is apparent that the parties contracted on the basis of the continued existence of the particular person or chattel." That judgment has been followed and approved up to the present day from the case of Appleby *v.* Myers, L. R. 2 Common Pleas, page 651, to Elliott *v.* Crutchley, decided last June and reported in the Times Law Reports, vol. 19 page 548. In the case I am deciding, a particular lorcha was to be at the disposal of the charterer for three months. If that lorcha did not continue to exist, the contract became impossible of performance. The parties, in my opinion, contracted on the basis of the continued existence of the lorcha. Without any negligence on the part of anyone, the vessel ceased to exist, and it seems to me that there is an implied condition that, the destruction of the vessel excused the further performance of the contract. It was, however, urged upon me that admitting that the doctrine to which I have referred held good as regards ordinary contracts, it did not hold good in the case of a shipowner and charterer. Undoubtedly, special liabilities have been imposed on carriers both by land and sea. If the carrier by sea wishes to exonerate himself from liability for loss of the goods entrusted to him he usually provides against certain contingencies by the "exceptions" contained in the bill of lading or the charter party, as the case may be. One can understand that, in the early days, when the law of common carriers was established, it was necessary to protect the public against fraud. In delivering judgment in Riley *v.* Horne, 5 Bingham, page 217, C. J. Best said (A.D. 1828):—"When goods are delivered to a carrier they are usually no longer under the eye of the owner; he seldom follows or sends any servant with them to the place of their destination. If they should be lost or injured by the grossest negligence of the carrier or his servants or stolen by them or thieves in collusion with them, the owner would be unable to prove either of these causes of loss; his witnesses must be the carrier's servants, and they, knowing that they could not be contradicted, would excuse their master and themselves. To give due security to property the law has added to that responsibility of a carrier which immediately arises out of his contract to carry for a reward, namely, that of taking all reasonable care of it, the responsibility of an insurer. From his liability as an insurer the carrier is only to be relieved by two things, both so well known to all the country when they happen that no person would be so rash as to attempt to prove that they had happened when they had not, namely, the act of God and the King's enemies."

It is true that the responsibility placed on a common carrier by land, that is on a "person engaged in the trade of carrying goods as a regular business and who holds himself out as ready to carry for any who may wish to employ him," has been extended to public carriers by water, such as bargemen, lightermen, and others. The Liver Alkali Company *v.* Johnson, Law Reports, 9 Exchequer, p. 338, shows that a barge-owner who used to let out his vessels for the conveyance of goods to any customers who applied to him, and who let one under the care of his own servants to carry a particular customer's goods on a particular journey, incurred a similiar liability to that of a common carrier in the absence of something to limit his liability. Indeed, in giving his judgement, Brett J. went further than the other judges in the case, and, although it was not necessary for that particular decision, said—"I think by a recognised custom of England, every ship-owner who carries goods for hire in his ship whether by inland navigation, or coastwise, or abroad, undertakes to carry them at his own absolute risk, the act of God or of the King's enemies alone excepted, unless by agreement between himself and a particular freighter, on a particular voyage or voyages, he limits his liability by further exceptions." Of course in ordinary charter parties the shipowner is protected against an unfair burden being imposed on him as a carrier by the exceptions contained in the charter party—one of which exempts him from liability in case of loss by "accident of the sea and navigation" or "perils of the sea," as it is sometimes worded. If, therefore, instead of making a special Chinese agreement, an ordinary common form of charter party had been used, no question of liability on the part of the shipowner could have arisen in the present instance. Because, however such ordinary form containing that exception was not used, must I in this case find the shipowner liable? Was it intended by the parties to this contract that besides running the risk of losing $5,000 if his vessel was lost in this venture, the shipowner was to take upon himself the risks of an insurer of all the apparatus and cargo put on board his vessel whatever their value might be? Was it intended that he should warrant that the lorcha should not be lost by "perils of the sea" during the three months for which she was hired? It appears to me, rather, that the ordinary form of charter party was not used because this was not an ordinary common agreement between a freighter and a carrier, but rather a special agreement for a particular and dangerous service on which the lorcha was to be employed for three months in relation to the salvage operations contemplated by the charterer. He was the person to salve the wrecked cargo. He was the person who got the two pilots put on board and agreed to pay them, presumably to direct the course of the vessel. He was the person who had liberty "to direct the vessel to sail or stop." There was no express contract to carry the instruments for raising the goods, that is to say the pulleys, blocks, cards, ropes, divers etc., to be used for dredging the goods, which were to be supplied by the charterer. They might have been put on board at Mindoro, if they had been available there, though no doubt, as the charterer was to have the use of the vessel for three months, he had a right to put those and other things on board where and when he liked. I do not consider this to be a contract merely for the carriage of certain goods giving rise merely to the relation of freighter and carrier.

It seems to me rather to be a charter of a special kind, and on the whole I have come to the conclusion that the principle set forth in Taylor *v.* Caldwell applies. This principle is fully recognised in the text-books dealing with the hire of ships, and I may fitly quote with approval Section 253 of Carver's work on carriage by sea. He says: "Where the obligation is to load specific goods and these are destroyed before the time for loading has arrived, without fault of the charterer, it may be that his obligation is at an end; or, if the contract were to load part of a specific crop or part of the produce of a particular mine and the crop or mine failed, without default of the charterer, in such a case also he would probably be excused his failure to load. The presumption in such cases is that the parties intended their contract to depend upon the existence of the contemplated subject matter. Where from the nature of the contract, it appears that the parties must, from the beginning, have known that it could not be fulfilled unless some particular specified thing continued to exist, so that when entering into the contract they must have contemplated such continued existence as the foundation of what was to be done, then in the absence of any express or implied warranty that the thing shall exist, the contract is not to be construed as a positive contract, but as subject to an implied condition that the parties shall be excused in case, before breach, performance becomes impossible from the perishing of the thing without default of the contractor." Mr Carver refers in a note to his authorities for this statement, the chief of which is Tayler *v.* Caldwell. He also points out earlier in his book that a charter party may be made for other purposes than the mere carriage of goods, as, for instance, for salvage services, and in such case, he says, the rules with regard to contracts of carriage may not be applicable. On the whole, having regard to the contract and the circumstances, I decide that the loss of the vessel exonerated both parties from further performance of the contract. According to the well-known principles of law (applied in the recent case of Hobson *v.* Pattenden & Co., 19 Law Times Reports, page 186, and the cases therein cited) what was paid in advance cannot be recovered back. Judgement must, therefore, be for the owner in the counter claim with costs.

Mr. Morgan Phillips, barrister-at-law (instructed by Mr. J. Hays, of Messrs. Johnson, Stokes & Master, solicitors), appeared for the owner, and Mr. M. W. Slade, barrister-at-law (instructed by Mr. N. H. Beavis, of Messrs. Wilkinson & Grist, solicitors), for the charterer.

On the application of Mr. Slade, His Lordship agreed to stay execution on the original judgment for $1,339.21 for three weeks, on condition that the defendant in the action paid into Court within one week what was now due on that judgment.

The stay was granted in order that the charterer may appeal, if he wishes to do so.

The Court adjourned *sine die*.

Tuesday, 25th August.

In Original Jurisdiction.

Before His Honour Sir William M. Goodman (Chief Justice).

LAND COURT APPEAL CASES.

The Attorney-General, Hon. Sir Henry S. Berkeley, with Mr. E. H. Sharp, K.C., barrister-at-law, instructed by Mr. F. B. L. Bowley (Crown Solicitor), appeared in support of an application for leave to appeal to the Full Court against two decisions of the Land Court. The Attorney-General said the first case was that in which Lam Tsoung Fuk and Lam Tak Luk claimed a tract of foreshore and seabed extending from the old boundary of British Kowloon for a distance of 1¾ miles in front of Kowloon City and the village of Chinwan and completely blocking the access to the sea over that distance. In support of their claim the claimants produced a deed and certain receipts for payment of fishing taxes. The Land Court allowed the claim for an area of 40.59 acres. The allowance of the claim was reported to the Governor in due course and certain negotiations took place between the claimants and the Government with reference to the granting of a title. No terms were agreed upon. No title had been granted and in February last the Governor decided that it was inexpedient, having regard to the public interests of the Colony, to grant a title. Then the matter was referred back to the Land Court to decide what compensation was to be paid. Counsel was consulted, and an appeal advised against the decision of the Land Court. Claimants stated the total value of the land to be $488,227. They paid for their right $100 and claimed absolute ownership in perpetuity. It appeared that the deed upon which they relied was a transfer of the beach, paying fishing taxes only, and that no rent strictly so-called was included. He was informed by the British Consul at Canton that such deed referred only to the right of fishing and did not carry with it a claim to the land, and he was also informed that this deed was a forgery, in the Consul's opinion. What they claimed and what the Land Court allowed was property in certain sandbanks along the sea-beach in front of Kowloon City and Chinwan valued at $35,000, and in the judgment of the Land Court it was stated that the root of the title was a red fishing deed supported by tax receipts. In their claim the claimants did not ask for any fishing right.

His Lordship remarked that they paid $100 for it, then said it was worth $35,000, and when the Government wanted to pay compensation for it, they said it was worth $488,000? He did not know how they worked out these transformations. He noticed that the land tax formerly paid to the Chinese Government for their right was equal to $1.5? From that it appeared *prima facie* that the claimants had no more than the fishing rights along these banks.

The Attorney-General agreed that there was no other construction to be put upon the deed. Then they said this red deed was a forgery. In the matter of law they would bring expert evidence to prove that a deed of that kind could confer fishing rights, but no right to sell. They had also expert evidence to the effect that it was not competent according to Chinese law and customs for any private individual to sell land covered by water, so that the red deed purported to do that which the parties had no power to do. They desired the Supreme Court

to hear the case *de novo*. Their contention was that the deed did not confer ownership.

His Lordship granted the Attorney-General leave to appeal to the Full Court on law and fact and stayed proceedings arising directly or indirectly out of the decision of the Land Court for three months unless the appeal could be brought one earlier.

The Attorney-General said they also desired leave to appeal against the decision of the Land Court in a case in which Ho Lap Hun's claim to 621 *mow* of land extending from Lyemun to Kowloon City for about 2½ miles along the shore was allowed, The claimant claimed absolute ownership of the land as having been acquired from the Chinese Government in 1891, through the San On magistrate, at an annual land tax of $5, and he valued the land at $50,000. Assuming that the land was leased by authority the lease applied only to the fishing rights and the erection of such buildings as were necessary for fish-curing and did not grant to the lessee anything like absolute ownership. A certain official despatch which the claimant also produced in support of his claim merely referred to an event which might occur in a possible contingency which had never arisen, namely, the possible reclamation of certain fields and sea-bed, and it did not form any part of the title. He also produced a map, but there was no evidence as to its authenticity or its accuracy. They contended that the claimant had wilfully misrepresented his rights before the Land Court and the Land Court had blindly accepted his misrepresentation.

His Lordship granted leave to appeal in this case also.

The Court adjourned.

Wednesday, 26th August.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM M. GOODMAN (CHIEF JUSTICE).

ACTION AGAINST A COMPRADORE.

An action was called in which Tin Wing Shing, trader, 10A, Kennedy Street, sued Lau Kam Ching, compradore, 8, Queen's Road Central, for $3,779.02, money due and interest. Mr. M. W. Slade, barrister-at-law (instructed by Mr. F. X. d'Almada e Castro, solicitor), appeared for the plaintiff; and Mr. T. Morgan Phillips, barrister-at-law (instructed by Mr. J. Hays, of Messrs. Johnson, Stokes & Master, solicitors), appeared for the defendant.

Plaintiff in his statement of claim stated in the third paragraph that in July, 1897, defendant became compradore to the firm of Holtz, s'Jacob & Co, and the plaintiff at the request of the defendant gave charges dated 8th July, 1897, and 31st July, 1899, on certain properties of the plaintiff to the said firm as security for the performance by the defendant of his duties as compradore to the firm. (4.) Defendant ceased to be compradore of the firm in October, 1900, and being indebted to the firm as compradore requested the plaintiff to pay a sum of $7,000 to the firm and agreed to pay interest on that sum at the rate of $9 per $1,000 per Chinese month from the date of the payment of the said sum to the said firm until repayment by the defendant to the plaintiff. (5.) On or about 8th October, 1900, the plaintiff paid the said sum of $7,000 to the said firm. (6.) Plaintiff has received and given credit to the defendant for $450 paid by one Lo Lu on account of the defendant and $652 paid by the defendant; and the defendant had paid at the request of the plaintiff to or on behalf of the plaintiff's son, Tin Lap King, $1,015 and to or on behalf of the plaintiff's son, Tin Shu Sam, $1,441.41, making in all $3,571.41, and leaving a balance due and owing by the defendant to the plaintiff of $3,428.59. Interest on the said sum of $3,428.59 to the date of the writ amounted to $350.43, making with the principal sum a total of $3,779.02, due and owing by the defendant. Plaintiff claimed this sum and interest from the date of the writ to payment or judgment at the rate of $9 per $1,000 per Chinese month.

Defendant in his defence stated that by an agreement in writing dated July, 1897, the plaintiff, the defendant, and other persons became partners in the business or position of compradore to Messrs. Holtz, s'Jacob & Co. and that such partnership existed at the times referred to or the times of the transactions referred to in paragraphs 3, 4, 5 and 6 of the statement of claim. The transactions referred to in the said last-mentioned paragraph of the statement of claim formed part of the said partnership affairs or dealings. No account had been taken and no balance struck of the partnership affairs or dealings. Defendant would object that the plaintiffs claim was not maintainable at law on the ground that it was a matter involving the said partnership accounts.

Plaintiff, in his reply to the statement of defence, stated *inter alia* that defendant alone was compradore to the firm.

Evidence was given.

His Lordship, in delivering judgment, said that as regards the agreement itself it seemed fairly clear to him that it was an agreement by which the plaintiff at the request of the defendant became surety for him as compradore to Holtz, s'Jacob & Co. Then came the question of what consideration was to be shown to the plaintiff for having undertaken so arduous a position as surety. It might have been that, during the time he allowed these mortgage deeds to be charged, he was to have say $500 a year in respect of the unknown liability attached to them; instead of which the agreement provided that the residue of the profit, after deducting the compradore office expenses, was to be divided into three shares. One share was to go to the man who had been the previous compradore. The other two shares were sub-divided into ten shares. The compradore Lau Kam Ching—showing that the defendant was compradore himself and nobody else—was entitled to four shares, the surety Tin Wing Shing was to have three, and the remaining three were to go to the man who had been originally appointed compradore but was unable to get surety; in his case however if there was not sufficient money for compradore office expenses he was to provide it. Defendant in his defence said that the transactions were partnership transactions and that the partnership extended from July, 1897; and he said that what constituted the partnership was that deed. His Lordship was bound to say that taking it as it stood he had come to the conclusion that that was not an agreement which formed a partnership. He did not think it was contemplated by the parties that this surety in addition to becoming liable was to share losses and profits in the same way as an ordinary partner in the matter. It was contemplated that he was to be surety for the carrying out by the compradore of all his duties, which, his Lordship took it, included the adjustment of all his accounts with Holtz & s'Jacob at the termination of his employment as compradore. He did not think it would be right and fair to read the agreement as saying that this was anything more than a mode by which he was to be rewarded for his becoming surety, and the reward was that he was to have this proportion of the profits. It was said that later on there was some modification of this made by which the man who was to find office expenses appeared to have got rather tired of doing that, possibly coming to the conclusion that there were not going to be any profits, or remarkably small ones, and he seemed to have gone away; and it was stated that his shares then went to the son of the surety. Nothing of that had been pleaded in the statement of defence, and looking at the facts that had been proved in evidence he could not say that they meant much more than this, that the old man, having become surety and having got an interest in the profits naturally took a keen interest in the business and wanted to see it thrive. In the case of nearly all Chinese firms everybody who had any finger in the pie always wanted to put in a relative of some description, and get something out of the business, if only $5 a month. So the old man got the compradore to employ his son in the business and the son was to get $10. That was to be paid by the compradore. The son having been got into the business and having been promoted from the first post he held to another post, having been sent up to Canton for four or five months, and having apparently made himself rather active in the business, it was a natural thing that he being the son of this surety should be employed by the man who went away to act in his place. But that was not because he was a partner in the business but because he was an employee who was a suitable person to act in his place, and probably because he thought it would please the surety to have his son employed in that way. The only real question was with regard to the adjustment of accounts between the surety and the compradore. The surety, he understood, never got anything at all out of these. There were certain advances, all of which came out of the $7,000 which he had to pay. He had never got any profits. The consideration for becoming surety had been utterly worthless so far as he was concerned He had paid $7,000 to make good the deficiency in the comporadore's business and when he asked to have the residue paid back to him by the compradore he was told, "No. I cannot; you are the compradore as much as I am; we have got to adjust the accounts and be liable for the deficiencies." The conclusion his Lordship arrived at was that there was not a proper partnership constituted by that deed and in his opinion judgment must be entered for the plaintiff with costs.

Judgment was entered accordingly.

The Court adjourned.

Thursday, 27th August.

IN BANKRUPTCY.

BEFORE HIS HONOUR SIR WILLIAM M. GOODMAN (CHIEF JUSTICE).

THE W. H. FORBES BANKRUPTCY.

Mr. H. W. Looker of Messrs. Deacon & Hastings, solicitors, appeared in support of an application for a declaration that Charles Vincent Smith is entitled to the sum of $2,196,75 paid to the creditors' assignee as being money it was thought he said W. H. Forbes was entitled to.

Mr. Bruce Shepherd, Official Receiver, was present.

Mr. Looker stated that he practically represented both parties. Whilst Mr. Shewan, the creditors' assignee, was not prepared to formally consent to the granting of the application, he would not object to it, but would leave it to his Lordship to decide.

His Lordship—You practically appear for both sides then?

Mr. Looker—Yes, your Lordships.

His Lordship—Well, I will make a note of that.

His Lordship—I have read the affidavit, and will now read my judgment:—In this case I am asked for a declaration that one Charles Vincent Smith is entitled to the sum of $2,196.75 paid to Robert Shewan, of Victoria, the creditors' assignee, in the bankruptcy of William Howell Forbes and another, by the Yangtsze Valley Syndicate, Limited, and to all interest due therein, being money it was thought Mr. Forbes was entitled to, under an agreement dated the 20th March, 1900, made between the owners of the concession for building certain specified lines of tramway in the City of Victoria, and the said syndicate as one of the concession holders, and to all other moneys and shares now payable or allotable to the said William Howell Forbes under the said agreement, and for an order that Mr. Shewan should pay the said sum of $2,196.75 and such interest as aforsaid to Charles Vincent Smith or to his solicitors. Mr. Charles Vincent Smith filed a long affidavit in support of this application and claims that, in attending meetings and otherwise acting as a promoter of the original Hongkong Tramways Company, Limited, Mr. Forbes was only acting on his (Mr. Smith's) behalf as his representative during his absence from the Colony. He swears that he repaid to Mr. Forbes the money Mr. Forbes was called upon, as a promoter, to pay in December 1884, and that he, himself, attended the meetings when he was in Hongkong. I observe that in Section 3 of the Tramways Ordinance, 1883, the name of Charles Vincent Smith appears as one of the four original promoters, and it appeares that when Mr. Forbes was adjudicated bankrupt in 1891, and filed the inventory of his separate estate, no mention was made of any interest in the Tramway Company, and none was at that

time, I understood, claimed on his behalf by Mr. Shewan, who was appointed creditors' assignee. At that period, Mr. Smith was in America, and though the New York branch of Russell & Co.'s firm was made bankrupt in America and one Henry Hannah was appointed general assignee of the firm, it appears that Mr. Smith was never personally, in his private capacity, made bankrupt, and the Mr. Hannah, acting under legal advice, accordingly made no claim on Mr. Smith's interest in his private capacity in the promotion of tramways in Hongkong, it appearing to Mr. Hannah that Mr. Smith's interest was paid for out of his own private money. As Mr. William Howell Forbes is dead the Court is deprived of the advantage of knowing what he would have said as to Mr. Smith's claim, but if he had held any interest in his own right instead of as representative of or agent for Mr. Smith it is probable it would have been disclosed in the inventory of his private estate, unless, indeed, in 1891 he supposed that any such interest was of no value and that the right under the Tramways Ordinance of 1883 had expired, as nothing was being then done towards building the tramways No. 1 to 5. From the wording of the recital to Ordinance No. 9 of 1902, it is clear that the survivors of the original promoters (of whom Mr. Smith was one) named in Section 3 of the Tramways Ordinance, claimed in May, 1901, to have certain rights under that 1883 Ordinance, and in view of the allegations contained in the affidavit of Mr. Charles Vincent Smith it appears to me that he has established a *prima facie* claim to the money paid to Mr. Shewan under the impression that it formed part of Mr. Forbes' estate. As I understand from Mr. Looker that he represents Mr. Shewan, as well as Mr. Smith, and that Mr. Shewan has no desire, as creditors' assignee, to appear and formally oppose the application, though he feels he cannot formally *consent*, preferring to leave it to the Court to decide, I make the declaration asked for in the petition and the order for payment, but I only allow such interest (if any) as has actually been earned by the money in Mr. Shewan's hands.

The Court adjourned.

NOTES FROM THE BOTANIC GARDENS.

During the past week the flowers of *Zephyranthes candida* have been particularly noticeable in the new garden. This plant forms an edging to the flower-border to the west of the deer-pen, and when out of flower it has a grass-like appearance. The flowers are white, produced in great profusion, and somewhat resemble those of the crocus, which belongs to a slightly different family. We have heard them called locally "rain flowers," and as the species is a native of the marshes of La Plata it is not altogether an inappropriate name. Another species, *Zephyranthes rosea*, has also been in flower this week just inside the central entrance gate to the new garden in Albany Road, where it is likewise used as an edging. The flowers of this species are deep rose in colour and are rather smaller than those of the previous plant, but more freely produced. It is a native of Cuba. A third species, *Zephyranthes carinata*, also flowers at this time of the year and has the largest flowers of the three, light pink in colour. A few plants of this may be seen in the rockery just outside the No. 1 house in the old garden and others near *Z. rosea* in the new garden. The *Zephyanthes* belong to the *Amaryllis* family.

Cannas are excellent things for those who are making new gardens and for those who have old ones. They grow much more quickly than shrubs and can be planted in between them and allowed to remain until the shrubs attain a proper size, thus taking away the look of newness in a very short time. From the wealth of flowers that they give almost throughout the whole year, they are most desirable in all gardens. The flowers have been greatly improved by horticulturists, and they would now be scarcely recognised as belonging to the same species as the wild plant, *Canna indica*, which is a native of Hongkong, and of India from the Himalayas to Ceylon. *Cannas* belong to the same order as the ginger and banana. There are many varieties on flower in the gardens at the present time.

8.82 inches of rain have been registered since the 1st of August.

REVIEW.

The East of Asia. Vol. II, No. 2. Shanghai: *North-China Herald* Office.

In a special notice prefixed to the current number (Vol. II, No. 2) the proprietors of the *East of Asia* magazine notify their subscribers, and the public generally, that after the present issue their connection with *Der Ferne Osten*, the German edition of the *East of Asia*, will cease. The magazine is now well established, and we do not know the reason for the split. Some very interesting articles have appeared in the past from the pens of German contributors, and we hope that these will not necessarily cease. The present number maintains the high average, and most of the illustrations are more clearly reproduced than has been the case with some copies of the earlier numbers which we have seen. Some of the pictures of scenery and architecture are really magnificent; a few in Mrs. Little's article mentioned below are unfortunately a little faint, but the majority of them are excellent. The Vladivostock scenes are good.

"Glimpses of Vladivostock," which these last scenes illustrate, is the title of an article by the Rev. Joseph Whiteside, who is evidently much struck with the officialism of the place. Miss E. P. Hughes writes sympathetically of the Japanese women's university near Tokyo, and is very hopeful about the work to be done. Mr. L. Odontius compares Plato and Confucius, their life and teaching. He is a controversialist and only looks on other creeds as a preparation for Christianity, on its attitude toward which "the future of the black-haired race depends." Mr. C. Westphal describes the entry of the "Son of Heaven" into Peking, illustrated by photographs which are unfortunately of necessity on a small scale. Mr C. Fredrich writes instructively on the kowtow, the name of which is now curiously spread over the world. Mrs. Archibald Little's article deals with Chinese architecture and has many beautiful illustrations to add to its interest; most of the reproductions are admirable, and Mrs. Little deals with her subject well. A short note on Chinese fans, by Mr. E. Ruhstrat; one note "Mountain and Cliff at Weihaiwei," by Mr. C. E. Bruce-Mitford; another on refuge-towers in North Yunnan by the Rev. S. Pollard; a well illustrated article on a curious collection of bronzes made by H. E. Tuan Fang; and finally a description of the superstitious corruption of Buddhism in Kwang Mei, Hupeh, help to make up a very entertaining number of the *East of Asia*.

HONGKONG'S ASSETS AND LIABILITIES.

The following statement of Hongkong's assets and liabilities on the 30th June is published in the *Gazette*:—

ASSETS.	$ c.
Advances, &c.	36,692.75
Subsidiary coins	1,059,000.00
Total assets	$1,086,692.75
Balance	1,590,241.59
Total	$2,676,934.34

LIABILITIES.	$ c.
Deposits not available	487,984.55
Crown agents' drafts	310,000.00
Money order remittances	16,094.82
Balance overdrawn, bank	1,793,741.06
Balance overdrawn, Crown agents	69,113.91
Total	$2,676,934.34

Subsidiary coins in transit	$500,000
Estimate of silver at mint	979,404
Total	$1,479,404

It is notified in the *London Gazette* that Sub-Lieutenant G. Gipps has been promoted to the rank of lieutenant in His Majesty's fleet for services during the operations in North China, 1900.

RAILWAYS AND TRADE IN YUNNAN.

A "Commercial Report on the Province of Yunnan, with special reference to the Burma-Tengyueh trade" is published from the pen of Mr. Litton, H. B. M.'s Consul at Tengyueh, a town of ten thousand inhabitants, 130 miles east of Bhamo, which, was declared an "open port" by the Burmo-Chinese Convention of 1897, but it was not till May 8, 1902, that the Chinese Imperial Customs started business there. Summing up his account of the railway schemes in Yunnan, Mr. Litton says:—"In connection with French or Burman railway schemes in Yunnan it should always be borne in mind that, once cheap and fast communication is established, once the present destructive system of inland taxation on trade is abolished, an extensive interchange of products which now do not appear at all in our returns may spring up. Yunnan is a high plateau in which European cattle, fruit, vegetables, and other products of a temperate climate will flourish. The problem is to secure good communication with Annam and Burma, both low-lying tropical countries whose products are of a totally different character to those of Yunnan. For instance, if there were a railway from Bhamo to Tengyueh, I believe that Tengyueh could in a short time supply all Burma and perhaps part of India with potatoes, beef, and mutton, etc., of a quality little inferior to what we get at home. Therefore my opinion of such a scheme as the French railway is less pessimistic than the opinion of some of those who are officially connected with it. If the number of foreign officials with high salaries is to be kept down, and if the chicanery of the mandarins is to be crushed, I fail to see why the day of dividends should be so far off. In any case, the completion of the Tonkin-Yunnanfu railway will much enhance the value of any mines near it."

THE ALLEN CASE IN MANILA.

On the 20th inst. at Manila, the writ of habeas corpus issued by the Supreme Court in behalf of F. S. Allen was returned before the Supreme Court. Collector Shuster appeared to answer to the writ and show why the petitioner should not be released from custody. The petition for the writ alleged that the petitioner was illegally restrained of his liberty and was about to be deported from the Islands contrary to law. The writ opened the whole question of the right of the Collector of Customs to exclude the petitioner from the Islands. The point was raised by the counsel for the petitioner that the act of Congress provides that its enforcement in the United States shall be by the Treasury Department and the Commissioner General of Immigration, and Collector Shuster was neither of these officials. The Collector of Customs replied to this argument that in the transition period between the passage of an act or the initiation of a bureau or department of the Government and the completion of the establishment, the old machinery of Government might exercise functions which are intended for a different set of officials when the latter shall have been provided.

It is argued that the enactment of the law and its application to the Philippine Islands are the work of Congress and that Congress made no provision for the extension of one provision of the Act to the Islands and the withholding of another. This construction of the law was compared to a law of procedure without courts. The Supreme Court has taken the matter under advisement. In case the Collector of Customs is sustained by the Court, it is understood, says the *Gablenews*, that an effort will be made to take the matter to the Supreme Court of the United States.

A Chemulpo message, dated August 17th, to the *Shanghai Times*, says that the demands of the British and Japanese Ministers for the opening of Wiju by the Corean Government to foreign trade has drawn forth a strong protest from the Russian Minister, M. Pavloff, who urges that the point should not be raised till the Manchurian question has been settled—naturally at some date in the Greek Kalends. Japan is still pressing for the opening.

THE BRITISH CONSULAR SERVICE.

The report of the Committee appointed by Lord Lansdowne to enquire into the constitution of Consular Service has been issued as a Parliamentary paper. The committee consisted of Sir W. H. Walrond, Lord Cranborne, Sir James L. Mackay, and Mr. A. Bonar Law. The Committee find that the British Consular Services in the Levant, Persia, Siam, China, and Japan are recruited by means of open competition under the Civil Service Commissioners, the limit of age being from 18 to 24. The general Consular Service, that is, for all countries other than those named, is recruited solely by nomination of the Secretary of State for Foreign Affairs, the ages of those appointed being anything from 25 to 50, both years inclusive; officers appointed in this way are obliged to show that they have a certain degree of fitness for their appointments. As regards the China, Japan, and Siam Consular Services, the Committee recommend that they should be recruited, like the general service, under a system of limited competition, and they further recommend that the service in Siam should be linked on to the general, and not treated as a separate service, because the limited number of appointments in Siam makes promotion extremely slow. Thus, after serving a few years in Siam, a man might be moved to another country, either on promotion or otherwise.

The General Consular Service, as it at present exists, offers no attractions to capable young men. The committee strongly recommend that the present system of nomination and age limits for general Consular Service should be abolished, that admission into that service should be by limited competition, and that the age for admission should be from 22 to 27, thus enabling candidates to compete who have had both an University and a commercial training. At the same time, power should be reserved to the Secretary of State to appoint any person, regardless of age limit, to one of the higher posts for which special qualifications may be required, but such appointments should only be made in exceptional circumstances. Evidence has been submitted tending to show that the most successful British traders have no desire to invoke the assistance of our Consuls, and that they consider themselves able to obtain much more useful information for their business than the best Consuls can supply. There remains, nevertheless, the report adds, a certain demand for the commercial intelligence which Consuls are in a position to afford, and their trade reports are undoubtedly of interest and value to the commercial community. The committee have reason to believe that, if opportunity is afforded to young men of from 22 to 27, who at the age of from 18 to 22 have chosen a business career, to enter the Consular Service, there will be no dearth of suitable applicants for permission to compete. Without proposing that, at first, candidature for the Consular Service should be confined to such men, the committee are of opinion that a proportion of the nominations for the suggested limited competition should be given to young men who have received a good commercial training. The applicants should be required to satisfy the Secretary of State, before they receive nominations, that they have had a liberal education, that they have had a commercial training of four or five years, and that they are in other respects from their previous history likely to be qualified and suitable for the Consular Service. Recommendations follow as to examination and as to salaries, the committee suggesting that the service should be divided into grades, as follows:—Consuls-General, first grade, salary £1,200 a year; second grade, £1,000 a year. Consuls—first grade, £800 a year; second grade, £600 a year. Vice-Consuls—salary, £300, rising by annual increments of £25 to £500. The committee make recommendations also as to a system of local allowances in expensive places. Salaries and allowances under the system proposed by the committee would amount to £95,650 per annum, as against £91,600 under the existing system, a gross increase of £4,050, but the committee think that the net increase would be only £3,250. Should Lord Lansdowne decide to adopt the recommendations, the committee suggest that it might be convenient to bring them into operation with new appointments, leaving existing arrangements to run out in respect of men at present in the service

JAPAN AND RUSSIA.

An interview with a Japanese General, whose name is not given, is reported in the *Mainichi*. The General is represented as stating that there is no reason to believe that Russia is determined to accept the danger of a war with Japan or any other power. It would be absurd to convey troops and war materials and thereby expose their intentions to the whole world. If war preparations are determined upon, it is absolutely necessary to carry them on in the greatest secrecy. Russia's action is evidently a threat; otherwise we should not hear so much in the papers of an increase of men at Port Arthur and additional work on railways, and other military preparations at this place and that. It will be time for the Russians to strike a blow when they can raise half a million troopers in Siberia after laying out the wilderness in rich farms. Russian finances now are just getting on a regular basis and it would be disastrous if war should confront her statesmen at the present moment. On the other hand, the present is the best time for Japan to fight. Her Military and Naval programmes have just been completed. The reserve and provisional regiments are to be armed with good weapons, and the Navy has over 300,000 tons of strong warships. Of course Japan will start the third expansion of the Navy, but the Russians will increase their Navy to even a greater extent. Had Japan showed a strong front three or four months ago the Manchurian question would have been solved much earlier; but time has been wasted. It is still not too late and Russia will withdraw, leaving some railway guards, if Japan insists on the evacuation of Manchuria. It would not be a very hard task for the Japanese army to drive the Russians from Manchuria and Vladivostock; but it would be impossible for the Japanese to invade the Russian capital. It would be also impossible for the Russians to approach Tokyo, and a Russo-Japanese war therefore would be a campaign in frontier districts. As to the American aim touching Manchuria, that (the General is reported to have said) is only to obtain the opening of some towns and ports for foreign trade. That once secured, America will abandon her demand. She would not insist upon it even if Russia refused to comply with the demand. The British interest in Manchuria is far larger than that of the Americans; but even Britain will not risk a war. The Anglo-Japanese alliance helps the British to decrease her Navy in the Far East and will facilitate movements in Turkestan and Persia, in the event of Russia and Japan coming to blows. Japan may expect very little of the alliance in case of war, and there is no hope of British warships or British soldiers being sent to assist Japan. France will not render any actual assistance to Russia when her ally goes to war, and Japan will therefore have to be prepared to fight Russia single-handed when it comes to business and not depend on any other Power or Powers for assistance.

The *Yorodzu* also publishes a report of the views of a military correspondent on the situation It notes that Russia, which is busy on her military preparations in the Far East, is constantly trying to come to an amicable arrangement with Japan, by offering Corea in exchange for Manchuria. Japan, however, is now allied to Great Britain and an understanding with Russia is out of the question. As a last resort, Russia is trying to compel Japan to come to some understanding by causing trouble in Corea.

Two of the recently escaped convicts at Shanghai, by name Langford and Ward, were sent to the United States in charge of a deputy-marshal on the *Hongkong Maru*, to complete their sentences in San Quintien Prison. Natalie Nalis, a Filipino undergoing a sentence of 15 years' imprisonment for murder, was sent by the same steamer to complete his sentence at San Quintien.

HONGKONG NAVAL DOCK.

The official explanation of what is being done at Hongkong was welcome, says the *Naval and Military Record*. Mr. Proty man described the proposal to build docks for the Navy on the mainland (at Kowloon) as a purely commercial and colonial plan in which the Admiralty had no direct interest. No particular progress has yet been made with the naval dock in the island, because difficulties connected with infiltration have delayed the preliminary work. These difficulties appear to have been surmounted now, and the dock will progress. There is room, too, for a second dock, if required, as the Admiralty have increased their Dockyard territory from six to forty acres. Our readers probably know that large commercial docks already exist at Kowloon, on the other side of the anchorage, but these are not deep enough to take a modern battleship with safety. There is reason to conclude that the colonists would have built a larger dock on the mainland, under certain guarantees from the Admiralty. They are known to have been very desirous of averting the extension of the naval yard at Hongkong, where land is so much in demand. The point has been decided mainly on strategical grounds, the island being more secure from attack than the mainland opposite. If we built naval works at Kowloon it would be necessary to occupy that place with troops, and also, no doubt, to erect a chain of forts. Our coaling station, however, is on the mainland and we do not know how this is justified.

In the course of a leading article in the same issue the *Naval and Military Record* says:—The progress of the Hongkong works is said to be good, but we have no Naval dock there yet, and only one is contemplated for the use of our big squadron in the China seas. The alliance with Japan may, however, affect this question and save us some outlay. The Admiralty are satisfied that the necessary works can now be constructed on the island of Hongkong, and this disposes of the Kowloon scheme.

THE S.S. "CLAVERING" ASHORE AT HONOLULU.

From the *Hawaiian Gazette* of date 21st July we take the following account of the mishap to the China Commercial Co.'s s.s. *Clavering*:—

The steamship *Clavering* (Captain Barton) from Hongkong, and thirteen days from Yokohama, with freight and a large number of Chinese coolies for Mexican ports, was reported off port about ten o'clock last night and about an hour later was reported ashore on the reef.

The *Clavering* struck the reef between the bell buoy and the spar buoy. She commenced blowing her whistles at once and two red lights were hoisted to the mast-head. The vessel had pushed her nose hard up on the reef and was apparently in a pretty bad fix, although there was but a light sea running last night. Pilot Lorenzen went out to the steamer immediately and after securing a report of the vessel's condition put back to town for assistance. About the time that Pilot Lorenzen reached the vessel the steamer *Lehua* arrived with the Board of Health party from Malokai. The Captain of the *Lehua* got alongside the distressed steamer and offered assistance, but aside from saying that he wished to have his plight reported to the agents in Honolulu and that he was evidently hard on the reef, Captain Barton did not require any furthe assistance of the *Lehua*.

The agents of the vessel, Messrs. W. G. Irwin & Co., were notified, but at one o'clock this morning the tug had not yet got under way to go to the *Clavering's* assistance.

The *Clavering* is a British vessel of 2,155 tons. She was recently chartered by the new China Commercial Company and was making her initial voyage on the run for this company from Oriental ports to Honolulu, Manzanillor Mexico, and San Francisco. She has a large number of coolies on board and freight for Mexico, and is said to have about 1,500 tons of freight for Honolulu. This is the first vessel of the line to call at this port.

It could not be learned last night how the vessel happened to get ashore. Some mistake must have been made regarding the shore lights. At the time of the accident there were some twenty or more Japanese sampans off port, all burning bright lights, but the steamer got in much closer to the shore than were these lights.

The *Clavering* was lucky in that she struck the reef on a calm night. Early this morning it was reported that the vessel was not pounding much and that her chances for getting off were good.

Trouble was feared from the coolies as they are known to be of the worst class. They are recruited from the Yangtsekiang river, where many of the Boxer outbreaks occurred [?]. Recently a party of 840 coolies from the same district caused a riot aboard the China Commercial steamer *Ching Wo* while lying at a Mexican port in quarantine. Officers of the *Lehua* stated that the best of order, however, prevailed on the *Clavering* while they were alongside last night. There was but little excitement aboard the vessel.

The tug *Charles Counselman* got under weigh and left the naval dock at half-past one o'clock this morning. At two o'clock she was working on the *Clavering* in an effort to take her of the reef.

HONGKONG.

The new Society for the Prevention of Cruelty to Animals commenced operations on the 24th inst., some members of the committee visiting the Market. We understand that the visit was very instructive.

We are informed that H. E. Major-General Sir W. J. Gascoigne, K.C.M.G., leaves for home on the 16th of next month, on the expiry of his five years' command of the troops in Hongkong and South China. The name of his successor in office is not stated.

Bishop Brent of Manila, who has been visiting Hongkong, is one of the commission of three appointed by the Philippines Government to enquire into the opium traffic in the countries which are neighbours of the Philippines. The other commissioners are Major E. C. Carter of the Manila Board of Health, and Dr. Jose Albert, a prominent Filipino. The compensation of the members comes to $400 (gold) per month. The commission left Hongkong by the *Empress of India* on Wednesday.

A notification appears in the *Gazette* to the effect that the Harbour Master, in exercise of the authority vested in him and with the approval of His Excellency the Governor, prohibits the anchorage of any ship, other than one of H. M.'s ships, in the bays known as and shown on the Admiralty Chart as Long Harbour and Jones Cove, in Mirs Bay. Until further notification junks and other native craft frequenting this portion of the waters of the Colony for fishing and other purposes will be allowed to use the same subject to the orders and control of the Harbour Master or his deputy.

"Alva the Great," who recently charmed audiences in the Theatre Royal by his ventriloquial entertainments, card tricks, and expositions of thought-reading, has returned to the Colony from Canton, where he was robbed of almost everything he possessed—certainly everything of value. He has been fighting the Chinese authorities for two months on a claim for compensation, and has lost. When he went to Canton, "Alva," through the agency of the American Consul there, Mr. McWade, was promised a guard of eleven "braves" for each performance. That guard was never furnished, and after the robbery took place, "Alva" proceeded against the mandarin who had promised to supply the braves for failing to carry out his word. It looked as though his claim was a sound one, but the mandarin defeated him on the ground that he had not agreed to provide a guard for two o'clock in the morning—the hour at which the robbery was supposed to have been committed. There were four foreigners, including "Alva," sleeping in the room at the time, but they knew nothing of the robbery until they woke up next morning, when the place was found to be stripped of almost all its contents; it is supposed that the thieves drugged or chloroformed their victims, who under ordinary circumstances must have heard the noise attendant upon the breaking open of heavy boxes, etc. Be that as it may, "Alva" and his friends were "cleaned out," as he puts it, and the thieves got clear away. In order to help him on his way, some Hongkong gentlemen are organising a concert for his benefit.

The Right Rev. Charles H. Brent, D.D., Bishop of the Philippines, preached an eloquent sermon in S. John's Cathedral on the 23rd inst.

The Hon. A. W. Brewin, Registrar-General, returns to Hongkong next month with his wife, having married during his visit home on leave.

An interim dividend at the rate of 5 per cent. ($2.50 per share), for the six months ended 30th June, has been declared by the Hongkong and Kowloon Wharf and Godown Co., Ld.

A plague-return issue on Thursday contained one case, a dead Chinese having having been found outside Shaukiwan Market. One previous case (Chinese, fatal) was reported during the week.

The Pollard Comedy Company left for Shanghai on the 24th inst. by the French mail steamer *Salazie*. The management are pleased with the results of the season here and purpose paying the Colony another professional visit about the beginning of October.

As a small, Chinese-manned steam vessel flying the French flag was leaving the harbour on the 24th inst. with a cargo of kerosene oil, she ran on a rock in Capsuimun Pass, and put back leaking so badly that the native master deemed it prudent to run her ashore at Kennedytown, where she now lies discharging her cargo.

Messrs. W. S. Bailey & Co. on the 25th inst. launched from their yard at Hokun the iron towing-barge *Bremerhaven*, built for Bangkok owners, this being the second of four vessels for the same owners. They also launched a small craft to be used in their harbour business, the launch as she left the ways being christened the *Nancy* by Mrs. E. O. Murphy.

An Indian soldier in the H. K. S. B. R. A. who recently worsted a Japanese wrestler in a bout that took place in the large matshed in Des Vœux Road, challenged the entire garrison, and has had his challenge accepted by another Indian, in the 33rd Burma Light Infantry. The match will take place on the evening of the 3rd prox. in Whitfield Barracks, Kowloon, and is expected to be a tough one.

The Hongkong College of Medicine for Chinese has now thirty-one students on the roll and five others have intimated their intention of joining the College next session. The session commences on Monday, 14th September. The lecturers are:—Practical Chemistry and Toxicology—Dr Pearse; Pathology—Dr Hunter; Anatomy—Dr MacLean Gibson; Osteology—Dr MacLean Gibson and Senior Students; Surgery—Dr Rennie; Practice of Medicine—Dr. R. Gibson; Medical Jurisprudence—Hon. Dr. Ho Kai, C.M.G.; Physiology—Lieutenant Lamballe, R.A.M.C.; Midwifery—Dr Jordan; Materia Medica—Dr. Marriott.

The latest addition to the China Squadron, the cruiser *Leviathan*—particulars of which we published on the 19th inst.—arrived from Singapore early on the 26th inst. She made a quick trip up, leaving Singapore on Saturday.

H.M.SS. *Cressy* and *Humber* are *en route* to this port from Weihaiwei.

It now appears doubtful whether the *Argonaut* is to be recommissioned here, as previously reported. There is some talk of her going home about the end of next week.

The U.S. cruisers *Albany*, *Cincinnati* and *Raleigh* left for Chefoo on the 22nd inst. The Italian cruiser *Lombardia*, flying a green homeward-bound pennant, arrived from Amoy early on the same day and left for home on Wednesday.

MISCELLANEOUS.

Intimation was sent to the Bangkok banks on the 12th inst. that the Siamese Government selling rate for ticals, until further notice, is 17.75 to the £ sterling.

An American girl, named Madeleine Boyd, took poison during the night of the 18th inst. and was found dead next morning in her room at 52, Kiangse Road, Shanghai. An inquest led to a verdict of suicide.

Deputations of the new anti-Russian Society in Japan, the Tairo Doshi Kai, waited on the Ministers for Finance, War, and the Navy on on the 12th instant and explained the aims of the association to them.

The Rev. Jeremiah J. Harty was consecrated Roman Catholic Archbishop of Manila at Rome on the 17th inst. He is a native of St. Louis, Mo., where he has worked as a priest for 25 years.

U. S. Army men in the Philippines are anxious to compete with Hongkong and Singapore at shooting. The idea seems a good one, and a match with Manila would certainly arouse interest here.

The new cutter *Mindanao*, built at Shanghai by Messrs. Farnham, Boyd & Co., for the coast-guard service of the Philippine Islands, arrived at Manila on the 21st inst., having done the trip in five days.

Kuling, that popular health resort, has, according to a census taken on the 5th inst., a population of 663 Europeans, largely missionaries we presume. The nationalities were:—British residents, male and female, 354; American, 252; Swedish, 32; German, 10; Norwegian, 9; French, 7; Belgian, 5; Finns 5; Swiss, 4; Austrian, 3; Russian, 2. Total, 663.

H.M.S. *Eclipse*, with Sir Ernest Satow on board, arrived at Weihaiwei early on the 16th inst., but almost before she was moored a typhoon broke over the harbour, and for some time it was impossible to land. After some time, however, Admiral Bridge succeeded in getting on board and taking Sir Ernest to the flagship *Glory*, where a salute was fired in his honour. Sir Ernest spent Monday at Weihaiwei, and left on the 18th in the *Alacrity* for Chinwangtao. He arrived at Peking on the 21st.

The *N.-C. Daily News* publishes a telegram dated Tokyo, 10th August, to the following effect:—A number of Japanese politicians including Prince Konoye and Counts Itagaki and Okuma, have formed an Association irrespective of parties, similar to the defunct National Union, which has issued a manifesto urging the government to invite Russia, in deference to the dictates of a neighbourly sentiment, speedily to terminate the sources of complication and establish full guarantees of peace. The tone of the manifesto is distinctly circumspect. The meeting also adopted a resolution that Russia's doings in Corea constitute a violation of the Conventions.

The recent riot case up the Yangtsze, in which several launches were destroyed or damaged, has not been settled yet. It is said that the representatives of the companies demanded through their Consuls an indemnity of Taels 50,000. Viceroy Wei is of the opinion that the local authorities can justly be made to pay for the damages as they were guilty of negligence, in not preventing the riot, but at the same time the embankments on both sides of the river between the towns of Chaopechen and Kuachou, a distance of over eighty *li*, have been much damaged by the waves caused by the constantly passing steamers, while the adjacent fields have suffered as well, which was the principal cause of the recent riot. Therefore the Viceroy thinks that before he can agree to the demand and allow the launches again to run on the same route, the companies must promise on their part to repair the damages made to the two banks by their launches and to contribute to an annual fund for keeping the banks in condition.

The British Mission to Tibet is now (says a wire dated Simla, August 10) camped below the walls of the little Tibetan fort of Kamba Jong, a great plain stretching northwards as far as the eye can reach, and the whole country being at an elevation of fifteen thousand feet. The weather is pleasant, and the barley crop about the place coming into ear. From Tungoo to Kamba Jong the country is open and no road will be required. On the British side to the south of Tuagoo, however, there is a very bad stretch where the old road has completely given away for twenty-five miles, and the difficulties of reconstructing it with local abour are so great that it is proposed to send another Pioneer regiment to assist. The 23rd Pioneers from Meean Mir, who have already been warned for service, may possibly be employed. Mr. Wilton, of the Chinese Customs, has arrived and is proceeding *via* Darjeeling to join the Mission at Kamba Jong, and he should be able to assist materially in settling the question of the status of the Tibetan representatives.

Some French troops which were sent to the Toukin-Yunnan frontier at Laokay, owing to the unsettled state of Yunnan have returned to Hanoi.

The railway line between Taiping and Kuala Lumpur, F.M.S., has been opened for passenger traffic, and the capitals of Perak and Selangor are now joined by rail.

The aborigines on the Szechuen border of Shensi are reported to have joined with local bandits to resist the Imperial troops, and Viceroy Sung Fan has applied for help.

A Manila paper states that the schooner *Perla*, coming from Hongkong, entered San Fernando de Union, P.I., recently, and was promptly seized by the Customs officials, San Fernando not being a port of entry. The *Perla* proceeded to Manila in charge of the Customs officer, and when she arrived her case was to be adjusted by Collector Shuster.

The *Foochow Echo* of the 15th inst. says:—We are without information as to where the typhoon of last week actually struck the coast, but from the general tenor of the letters received from Amoy we may assume, in the absence of definite news about it, that it was about midway between that port and ours. Of this week's typhoon we have only to note our experience of a closeness in the atmosphere, some rain, and the fall in the barometer on Thursday night to 29.59, from which it recovered very slowly yesterday morning.—The shooting match between Foochow and Amoy has been postponed until October.

In the Police Court at Manila last week, Judge Liddell referred to alleged malpractices of the police in discriminating against violators of the law, his comments being made during the trial of a saloon-keeper named Williams, whose place is in Malate. The evidence showed that liquors were sold after midnight without furnishing the prescribed *bona-fide* meal. The accused was found guilty, and fined fifty dollars. The waiters found in the resort were each fined ten dollars. Judge Liddell said he did not presume to condone wrong-doing by the poor or rich, but he was surprised to note how many large establishments were openly and repeatedly violating the law without any interference on the part of the police. He mentioned a leading hotel as a notorious offender. Incidentally, his Honour referred to the practices of the police in trumping-up charges against inoffensive Chinese, several cases having disclosed deceit and perjury.

The laws of licensing masters and pilots as they exist in the Philippines, and the Chinese Exclusion Act, were responsible for the captain and the crew of the Chinese steamer *Took On* being detained by the emigration officers and returned to Hongkong. The *Took On* arrived in Manila from Hongkong in charge of a Chinese skipper named Leo Moon and a Mongolian crew. Act 780 of the Customs regulations for shipping makes it prohibitory for foreigners, without American licenses, to navigate vessels in the waters of the archipelago. When the Custom House officers, therefore, boarded the *Took On*, they could not allow her captain to come ashore and they were compelled to retain his crew likewise, their landing being against the emigration laws. The steamer was to remain at Manila, for she was to be sold to a local firm, but her crew, skipper and all, will have to go back whence they came, says a Manila paper.

An enquiry was held by the French Consul at Kobe on the 14th inst. into the outbreak of fire on the *Tonkin*. Mr. Franklin was called in to give an opinion as to the nature of chlorate of potash and the result of the investigation was come to without opposition. The finding was that the fire originated through friction caused by the passage of one of the slungs over a portion of the keelson on which some of the chemical had been allowed to collect unobserved owing to the breakage or leakage of one or more of the kegs. Furthermore this friction was in all probability rendered more dangerous owing to it having taken place between the rusty iron hoops with which the kegs were bound and the loose potash which is known to be very susceptible to the action of rust. Lastly, it was found that there is no blame attaching itself to either the captain, officers or any other person, but the unfortunate occurrence was entirely one that no reasonable care or forethought could have averted.

An officer of the *Santo Maru*, which arrived at Shanghai last week from Newchwang, stated that the manager of the Mitsui Bussan Kaisha at Newchwang has received instructions from Tokyo to be ready to close the office at a minute's notice. It is therefore believed at Newchwang that the relations between Russia and Japan are fast growing critical.

On the 13th inst. Sir Ernest Satow met the Committee of the China Association at Shanghai and received from them a long address dealing with the commercial and political situation, to which His Excellency replied at length in terms that gave great satisfaction to the Committee. Proceedings were private. On the same day Sir Ernest Satow handed to some 300 past and present members of the Shanghai Volunteer Corps the China medal which they were awarded for being ready to defend the Settlements in 1900.

Mr. A. Holz, Harbour Master of the Swatow district, issues a notice to mariners that the Chinese cruiser *Wong Tai*, which sank after colliding with the *Empress of India* on the night of the 17th inst., lies in 16 fathoms at low water, her mast being visible at that state of the tide, and that Breaker Point light tower bears S. 82 E. Magnetic, distant 15 nautical miles. Steps are being taken for the speedy removal of the wreck. The *Onsing* which arrived on Sunday, reports that one of the masts of the *Wing Tai* is broken off to about three or four feet from the water, the other one remaining intact.

The killing of Shen Yu Ch'i, or Shen Chin as he called himself here, writes the *Mercury's* Peking correspondent, caused more excitement and furore than the late Russian-Japanese war. His appeal to the native and foreign journalists to publish his wrongs in all the continents was not in vain. The Western newspapers must be full of his martyrdom if we may judge by the interest manifested by the correspondents, his colleagues. The Legations here—most of them—naturally leaned to the side of the Chinese Government, being pledged by the theory of present relations to do so, whatever occurs. They are up against it rather pitifully in such cases, and strenuously wedded to the idea of promoting their own plans to the exclusion of other peoples' affairs, be they ever so pressing.

The *N.-C. Daily News* writes:—Yong-ampho, or, as it is locally called, Yoompao, commands the southern entrance to the Yalu, and here the Russians, as we have already announced, are proceeding with the construction of a fortified harbour. They bought the necessary land for a Settlement from the Corean owners. The Japanese Minister at Seoul objected, and Mr. Pavloff persuaded the Corean Government to resume the land and lease it to Russia, the nominal lessee being the Russian Timber Felling Company, whose original concession was extorted from the Emperor of Corea at the time in 1896 when he was a refugee in the Russian Legation at Seoul. The agreement, it is stated, was signed on the 23rd of July between Cho Sek-yo, the Corean official dispatched to Yong-ampho for the purpose and the representative of the Russian Company.

From the *N.-C. Daily News* we gather some details about the recent outbreak on Messrs Butterfield and Swire's steamer *Poyang*. There were no further deaths or cases of illness beyond those which we have already announced. The *Poyang* left Kiukiang for Hankow on the morning of the 19th inst. The third officer has recovered and has rejoined the ship, and the third engineer is getting better. Relief officers have been sent from Shanghai. Captain R. Phillips was very well-known and popular in the C. N. Co.'s service and with all who had travelled with him. He commanded the *Tungchow* at one time, and was for some time in command of the *Pekin* on the Ningpo line. His wife was at home, with a baby whom he had never seen, and he had been granted leave to make a trip home himself later on in the year. His chief engineer, Mr. H. Campbell, was one of the best-known and most popular of the members of the mercantile marine on the coast. He was a staunch member of the S. Andrew's Society, and a keen footballer and golfer, and his death is most deeply regretted by hundreds of friends. It seems now decided that the victims died of cholera, though the ptomaine-poisoning theory was strongly advocated.

According to a Seoul despatch to the *Osaka Mainichi*, a rumour is current in Seoul to the effect that M. de Plancy, French Minister in Seoul, has received notice of transfer and is leaving Corea in October next.

It was reported in Shanghai on the morning of the 14th inst. that the question of the disposition of the *Supao* prisoners had again been referred by the Diplomatic Body at Peking to the Consular Body in Shanghai. Further, it was said that the Consular Body would not meet or come to any decision on the matter until after the return of the Senior Consul from Japan. He was expected on Sunday last.

In reply to a letter urging the desirability of culverting the Yangkingpang at Shanghai, Mr. J. O. P. Bland, Secretary of the Municipal Council, writes adducing arguments that the proposed culverting is not calculated to be of benefit either to the public health or to the general interests of the community. He also says:—Looked at from a general administrative standpoint the proposed improvement, while undoubtedly calculated to benefit in a marked degree the interests of owners of property situated in the rear of the French Settlement would not serve as a means of egress or as a feeder to the outlying roads of the Settlement. The proposed Boulevard, as a public thoroughfare, would attract traffic from the Bund and Central District to the French extension area, and to put facts concisely, would develop that locality to the detriment of landowners and others in the British Settlement.

News has been received at Shanghai that on the 15th inst., about noon, a number of stone-laden boats ran against the old bridge of boats at Ningpo owing to the *laodahs* losing control in a strong ebb tide. The anchor-chains of five of the pontoons parted, letting these adrift. It is reported that about 100 people were drowned, and certainly a large number perished, as at that hour traffic is always heavy and the accident was sudden. An official investigation is proceeding. One of the pontoons was beached near the scene, but the other four went down until brought up by the lorchas opposite the Custom House, fortunately doing no great damage. This calls to memory a similar accident seven or eight years ago, says the *Mercury*, when about the same number were drowned. The traffic across the river is now all in the hands of the sampan-men, who are reaping a good harvest.

COMMERCIAL.

TEA.

The total export of tea from Japan to America during the season 1902-3 amounted to 39,405,252 lbs.

EXPORT OF TEA FROM JAPAN TO UNITED STATES AND CANADA.

	1902-3 lbs.	1901-2 lbs.
Yokohama	18,124,266	12,988,226
Hiogo	—	—
	18, 24,266	12,988,226

SILK.

CANTON, 27th Aug.—Exports.—Silk—Re-reels. No settlements to report in this class. Country prices continue to rule very firm and, at present Exchange rates, show a laying down cost which American buyers are unable to approach. Filatures.—The improved enquiry for Europe alluded to in our last was maintained during the earlier part of the fortnight, but latterly business has been almost completely blocked by the daily advancing Exchange. In spite of this fact dealers not only maintain a very firm front, but in view of the excessively high cost of 4th crop cocoons, even incline towards higher prices. Last prices paid are $935 for Tung Wo Hing 10/12, $930 for King Seng 13/15, $910 for Yu King Lun 11/13, $860/860 for Kwong He 11/13, 13/15. In 9/11 no recent transactions have taken place. Buyers offer $950/960 for silk like Kwong Yun On, Wing Wo Lun, 9/11, held for $40 per picul higher. Purchases of "Native" filatures have been unimportant. Local prices are firms but somewhat irregular. Yuen Hing 11/13, 13/15 sold this week at $815 average, and a day later obtained $825. Other equivalent marks could, however, probably be had at the former price. 14/18 has been done at $770 and 10/12 at $860. Short-reels.—A marked improvement has been

shown in the demand from America, resulting in a very fair business in Best and Good Medium grades at an advance of 10 per picul on previous rates. Earlies sales include Min King Lon, Kwong Shun Cheung at $930, Quan Wo Hing at $900, while latterly Kwong Wo Tai has sold at $920, Wing Hing Lun, Kum King Cheong, Chung Sun Hang at $910, Tung Wo Hing at $890. With the advancing Exchange, prices have now got somewhat out of hand. Waste Silk.—Has also materially improved its position. There has been more enquiry from the home markets and considerable business has resulted up to $133 for Steam Ext. Sel. opened, and $125 for unopened. Country prices have also become much firmer and rule very strong.

CAMPHOR.

HONGKONG, 28th August.—No arrivals.

SUGAR.

HONGKONG 28th August.—There is no change in the position of the market.

Shekloong, No. 1, White.....	$8.50	to	$8.55	pcl.
Do. „ 2, White.....	7.65	to	7.70	„
Shekloong, No. 1, Brown.....	6.15	to	6.20	„
Do. „ 2, Brown.....	5.95	to	6.00	„
Swatow, No. 1, White.....	8.35	to	8.40	„
Do. „ 1, White.....	7.55	to	7.60	„
Do. „ 1, Brown.....	5.95	to	6.00	„
Do. „ 2, Brown.....	5.80	to	5.85	„
Foochow Sugar Candy	12.75	to	12.80	„
Shekloong „	10.95	to	11.00	„

KOBE, August 16th:—Hongkong Refined.—The demand is good, and prices have advanced 30 to 40 sen per bag, but owing to the rise in Silver exchange, sales are still unremunerative and only a small business has been done. German Beet.—Reduced stocks and firmer markets in Europe have caused a speculative demand, and prices have advanced 20 to 30 sen per picul. Osaka Refined.—On the 18th instant, 11,700 bags were sold at auction at an average advance of about 28 sen per bag.

RICE.

HONGKONG 28th August.—Large demands having come forward, prices are consequently advancing.

Saigon, Ordinary	$3.90	to	3.95
„ Round, Good quality	5.40	to	5.45
„ Long	5.50	to	5.55
Siam, Field mill cleaned, No. 2	4.00	to	4.05
„ Garden, „ No. 1	4.60	to	4.65
„ White, ...	5.40	to	5.45
„ Fine Cargo	5.60	to	5.65

MISCELLANEOUS

Newchwang.—Messrs. Bandine & Co.'s report of 27th July, says:—The export of grain to foreign countries on and after 22nd July was prohibited by notice issued on 15th instant. An active demand for tonnage ensued; several steamers were settled at 16 sen, some at 18 sen, one at 23 sen, to carry wheat and other grain to Kobe. Beans, cakes and oil are not touched by this prohibition, and recent rains have swelled the river to such an extent that over 300,000 piculs of beans have arrived in port. Besides this, about one million piculs are on the way down by river, and prices are consequently declining. We quote:—Beans per 8 piculs, Tls. 7.48; Bean Cakes per 10 pieces, Tls. 9.60; Bean Oil, per picul, Tls. 7.40. There is again some demand for tonnage, and settlements have been made at 15 to 16 sen to different Japanese ports. We have prepared new wharves and godowns, and have made the necessary arrangements with the Custom House to discharge steamers alongside and store the cargo, not only from Chinese ports but also from Hongkong, Japan, etc.

MISCELLANEOUS EXPORTS.

Per steamer *Sachsen*, sailed on 18th August. For Colombo:—402 bags beans. For Aden:—25 cases preserves, 20 cases cassia, 1 box silk piece goods. For Suez:—50 cases cassia lignea, 2 cases blackwood ware 1 cases glass bangles. For Genoa:—159 bales waste silk, 150 cases cassia lignea, 114 bales raw silk, 92 rolls matting, 10 cases blackwood ware, 2 cases raw silk. For Venice:—150 boxes cassia lignea. For Antwerp:—3 bales feathers, 2 cases chinaware. For Antwerp and Hamburg:—100 cases bristles. For Amsterdam:—20 cases tea stick, 8 cases blackwood ware. For Amsterdam and Rotterdam:—660 cases ginger. For Bremen:—50 bales feathers, 30 half-chests tea. For Hamburg:—360 bales feathers, 114 cases ginger, 50 cases bristles, 45 bales canes, 22 casks ginger, 15 cases sundries, 13 rolls matting, 7 cases feathers, 7 cases blackwoodware, 2 cases tea, 1 case silkware. For Hanburg and Antwerp:—320 cases bristles. For Copenhagen:—30 bales feathers. For London:—75 cases narcissus bulbs,

Per steamer *Tydeus*, sailed on 19th August. For London:—tea 390 half-chests at Amoy, particulars unknown, 464 boxes at Amoy particulars unknown, 61 cases blackwood ware etc, 21 cases bristles, 17 cases cigars, 149 cases shell, 82 bags shell, 40 packages buffalo hides, 100 casks preserves, 21 packages sundries. For London, Hamburg and Antwerp:—20 cases bristles. For London and Glasgow:—100 casks ginger. For Liverpool:—90 bales waste silk, 200 bales pierced cocoons, 4 cases cigars, 5 bales hemp. For Manchester:—81 bales waste silk. For Hamburg:—5 cases shell.

Per P. & O. steamer *Palawan*, sailed on 21st August For London:—5,621 boxes tea, 1,000 bales hemp, 125 bales waste silk, 439 cases preserves, 150 bales feathers, 150 rolls matting, 16 cases private effects, 15 cases sundries. For Manchester:—50 bales waste silk. For London and Manchester:—50 bales waste silk.

Per steamer *Caledonien*, sailed on 25th August. For Marseilles:—20 bales raw silk, 211 bales waste silk, 40 bales hair, 19 cases silks, 457 packages tea, 9 cases feathers. For Lyons:—185 bales raw silk. For Milan:—40 bales raw silk.

COTTON.

HONGKONG 28th Aug.—Moderate business in good quality at a decline of $\frac{1}{2}$; market quiet. Stock about 1,500 bales.

Bombay.....	23.50 to 24.50	picul
Bengal (New), Rangoon and Dacca.....	24.50 to 27.00	„
Shanghai and Japanese,	29.00 to 29.50	„
Tungchow and Ningpo,	29.00 to 29.50	„

Sale:—450 bales.

YARN.

Mr. P. Eduljee says in his Report, dated Hongkong, 28th August:—A strong demand from the country has encouraged dealers to reappear in the market and operate more freely, and sales to the extent of 8,474 bales were effected, both in goods on the spot and to arrive, at a further concession of 50 cents to $2 per bale. The bulk of the business was put through during the latter part of last week, when exchange fluctuated between Rs. 134 and 135, and a sharp decline was confidently anticipated. Since then, rupees having steadily advanced, buyers practically retired from the market, which again closes quiet. Rates are easier, but, at the same time, while holders are meeting any demand that exists, there is no real pressure to sell.

The salient feature of the fortnight has been the large enquiry for low counts of one or two favourite Calcutta spinnings for the Northern markets.

Local Manufacture:—The local mill has dropped its selling prices $2 to $3 per bale, and sales amounting to 2,200 bales have been effected, say, 1,600 bales No. 10s. at $101, and 600 bales No. 12s., at $103½ to $103, all forward delivery.

Japanese Yarn:—Has continued steady, and sales reported are 900 bales No. 20s., comprising 400 bales Red Peacock at $126½ to $127; 350 bales Blue Fish at $126 to $127; and 150 Yellow Joss at $125.

Raw Cotton:—There has been more doing in Indian staple, but rates show little or no change, and exporters to Japan are entirely out of the market. Sales of the interval amount to 420 bales good to superfine Bengal, at from $24½ to $25¾, leaving an unsold stock of 1,800 bales. There is nothing doing in Chinese descriptions, the market being bare of stock. Quotations are Indian $26 to $27, and China $27 to $30.

Exchange on India, with the exception of a slight pause at Rs. 135, has steadily continued to advance, and closes strong to-day at Rs. 139¼ for T/T and Rs. 139¾ for post. On Shanghai 72⅜, and on Yokohama 90¾.

The undernoted business in imported and local yarn is reported from Shanghai during the fortnight ended the 14th instant, viz:—

Indian:—A slack demand has been experienced and a general decline of half to one tael has taken place. Sales amount to 6,314 bales, comprising 1,893 bales No. 10s, 450 bales No. 12s, 150 bales No. 14s, 300 bales No. 16s, and 3,521 bales No. 20s. Estimated unsold stock, about 36,000 bales.

Japanese:—Total settlement aggregate 2,500 bales on the basis of Tls. 85½ to 92½, for No. 16s., and Tls. 92 to 97¼ for No. 20s, prices showing a decline of fully one Tael, and market closing weak.

Local:—There has not been much doing in these threads, sales reported being some 2,500 bales No. 14s. at from Tls. 86½ to 91, according to spinning.

MISCELLANEOUS IMPORTS.

HONGKONG, 14th Aug.—Amongst the sales reported during the week are the following:—

COTTON YARN—

				per bale	
Bombay—Nos. 10	to	20, ...	$ 90.00	to	$128.00
English—Nos. 16	to	24, ...	114.00	to	120.00
„ 22	to	24, ...	120.00	to	128.00
„ 28	to	32, ...	136.00	to	142.00
„ 38	to	42, ...	155.00	to	170.00

COTTON PIECE GOODS—

	per piece		
Grey Shirtings—6 lbs.	2.30	to	2.40
7 lbs.	2.50	to	2.80
8.4 lbs.	3.50	to	4.25
9 to 10 lbs. ...	4.30	to	5.50
White Shirtings—54 to 56 rd.	2.90	to	3.25
58 to 60 „	3.50	to	4.00
64 to 66 „	4.25	to	5.75
Fine	6.00	to	8.50
Book-folds	5.00	to	8.00
Victoria Lawns—12 yards ...	0.85	to	1.75
T-Cloths—6lbs. (32 in.), Ord'y.	2.30	to	2.80
7lbs. (32 „), „	2.50	to	3.00
6lbs. (32 „), Mexs.	2.50	to	3.00
7lbs. (32 „), „	3.10	to	3.30
8 to 8.4 oz., (36 in.)	3.30	to	4.05
Drills, English—40 yds., 13¾ to 14 lbs.	4.75	to	7.30

FANCY COTTONS—

Turkey Red Shirtings—1½ to 8 lbs.	1.70	to	6.00
Brocades—Dyed	—	to	—

DAMASKS—

	per yard		
Chintzes—Assorted	0.09	to	0.15
Velvets—Black, 22 in	0.27	to	0.65
Velveteens—18 in.	0.17½	to	0.23
	per dozen		
Handkerchiefs—Imitation Silk	0.25	to	5.00

WOLLENS—

	per yard		
Spanish Stripes—Sundry chops.	0.75	to	2.25
Habit, Med., and Broad Cloths	1.25	to	3.00
	per piece		
Long Ells—Scarlet, 7-10 lbs.	6.95	to	9.75
Assorted	7.10	to	9.90
Camlets—Assorted	12.50	to	33.00
Lastings—30 yds., 31 inches Assorted	12.50	to	21.00
Orleans—Plain	9.50	to	—
	per pair		
Blankets—8 to 12 lbs.	0.60	to	1.75
Fine quality	1.60	to	2.50

METALS—

	per picul		
Iron—Nail Rod	4.25	to	—
Square, Flat Round Bar (Eng.)	4.25	to	—
Swedish Bar	4.30	to	—
Small Round Rod	4.50	to	—
Hoop ⅜ to 11/2 in.	6.20	to	—
Wire, 16.25	9.50	to	—
Wire Rope, Old	3.00	to	—
Lead, L.B. & Co. and Hole Chop	7.75	to	—
Australian	7.75	to	—
Yellow M'tal—Muntz 14/20 oz.	41.00	to	—
Vivian's 14/20 oz.	41.00	to	—
Elliot's 14/20 oz.	41.00	to	—
Composition Nails	61.00	to	—
Japan Copper, Slabs	39.00	to	—
Tin	76.00	to	—
	box. per		
Tin-Plates	7.00	to	—
	per cwt. cas		
Steel ¼ to ⅜	6.60	to	—

SUNDRIES—

	per picul		
Quicksilver	164.00	to	—
	per box		
Window Glass	4.00	to	—

SHANGHAI, August 21st (from Messrs. Noël, Murray & Co.'s Piece Goods Trade Report):—Our market remains in the same dull and lifeless condition, and the week under review has been almost a blank. A few sales are reported to have been made, but they appear to be more or less of a forced nature as the Natives appear to have only been tempted to speculate by the low prices quoted, which practically gave them the full benefit of cheap purchases and the improved rate of exchange. During the past few days it is quite possible that more business might have been done, but for the fact that the Banks were quoting forward rates from ¼d. to ½d. per month down, which rendered business practically impossible except for cash, which the dealers are not able to arrange for with the Native Banks.

It is said that some of the smaller Tientsin merchants, unable to obtain goods on that market except for payment with five-day Bank orders, have come down here lately and have made some purchases, which they are able to finance with the aid of the Native Banks here. This may possibly account for the enquiry from Tientsin mentioned in our last issue. The Newchwang merchants have again come into the market, and some 2,000 bales of American Drills and Sheetings are reported to have changed hands, and we have heard of re-sales of P. M. C. Drills at Tls. 4.34 @ Tls. 4.35, and small sales from first hands at Tls. 4.37½ and Tls. 4.40. There are slightly better advices from Chefoo, and it is hoped that these dealers will soon begin buying again. Clearances continue fair for the River Ports, but for the other markets they continue in the same unsatisfactory condition. The price of Mid-American Cotton continues to fluctuate, for after rising to 6.34d. it receded to 6.68d., or four points lower than last week. Egyptian Cotton is quoted 9 $\frac{9}{16}$d., which notes a slight advance. Both the Liverpool and Manchester markets are reported quiet but firm, with little or no business doing for this market. The New York market is firm, and although some of the mills have stock which they would doubtless like to see cleared, they are not prepared to accept any price. which is just as well as regards Sheetings considering the overstocked condition of our market here. It is said that the stock of Raw Cotton in the States is very small.

SHARE REPORTS.

HONGKONG, 28th August, 1903.—Our market continues to be adversely affected by the persistent rise in sterling exchange and the consequent withdrawal of money from the Colony. The few transactions that have taken place have been mainly in connection with the approaching settlements, and a small investing business. At the time of closing sellers generally rule the market.

BANKS.—Hongkong and Shanghais after small sales at $642½, $640 and $637½, the market closes with small sellers at $635 and some buyers at $630. Nationals have declined to $28 with sales and buyers.

MARINE INSURANCES.—Unions have changed hands in small lots at quotation, Cantons at $180 and $181, and China Traders at $60 all closing quiet with probable sellers. North Chinas and Yangtszes unchanged.

FIRE INSURANCES.—Hongkongs are on offer at quotations. Chinas after small sales are procurable at $86½.

SHIPPING.—Hongkong, Canton and Macaos have ruled weak with no business, and sellers at $35½. Indos upon an enquiry from Shanghai suddenly rose to $87, after sales at $85 and $86, but the demand ceasing shares are now obtainable at $86. China and Manilas unchanged and without business. Douglases are now offering at $39½, and Star Ferries and Shells at quotation with a small business in the latter at £1. 2s. 6d. and £1.

REFINERIES.—China Sugars remain neglected with no sales, and close more or less nominal at $95. Luzons have been placed at $11.

MINING.—No business to report under this heading.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Wampoa Docks have been the medium of a fair business at $210 to $212 cum dividend, the market closing somewhat easier at $205 ex dividend. Kowloon Wharves have changed hands at $88. Amoy Docks unchanged and without business. Farnhams are reported from Shanghai at $151¼.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have found buyers at $156, but close with sellers at $155. Hotels continue on offer at $153 without inducing buyers to come forward. West Points remain inactive and without business. Humphreys are on offer at $10.75, without business. Oriente Hotels have advanced to $56 on receipt of the news of the sale of the Hotel in Manila.

COTTON MILLS.—Unchanged and without business.

MISCELLANEOUS.—Manila Investments have changed hands at $15, A. S. Watsons at $14½, New Electrics at $7, and China Providents at $9.50. Watkins are in a small demand at $7 Green Islands have declined to $22¾ without sales.

MEETINGS.—Humphreys Estate and Finance Co. Ld., extraordinary meeting on 31st October. Hongkong and Kowloon Wharf and Godown Co. interim dividend of $2.50 payable 31st August; transfer books close from 25th to 31st inst. Hongkong Hotel Co., Ld., ordinary half-yearly meeting 7th September; transfer books close from 1st to 7th September. Hongkong Cotton Spinning and Weaving Co., Ld., ordinary annual meeting 14th September; transfer books close from 8th to 14th September.

Closing quotations are as follows:—

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		
Hongkong & S'hai ..	$125	$635 L'don, £65. 0s.
Natl. Bank of China		
A. Shares	£8	$28, sales
B. Shares	£8	$28, sales
Foun. Shares...	£1	$10
Bell's Asbestos E. A...	£1	$5¼, sellers
Campbell, Moore & Co.	$10	$40, sellers
China-Borneo Co., Ld.	$12	$10, sellers
China Light & Power Co., Ld.	$20	$6, sellers
China Prov. L. & M.	$10	$9½, sales & sellers
China Sugar	$100	$95, buyers
Cigar Companies—		
Alhambra Limited.	$500	$250, buyers
Philippine Tobacco Trust. Co., Ld.	$50	$18, sellers
Cotton Mills—		
Ewo	Tls. 100	Tls. 36,
International	Tls. 75	Tls. 10, sellers
Laou Kung Mow ...	Tls. 100	Tls. 40, buyers
Soychee	Tls. 500	Tls. 160.
Hongkong	$100	$15, buyers
Dairy Farm	$6	$12
Fenwick & Co., Geo.	$25	$47½
Green Island Cement.	$10	$22¾, sellers
H. & C. Bakery	$50	$40
Hongkong & C. Gas...	£10	$140, buyers
Hongkong Electric	$10 $5	$12.75, sellers $7, sellers
H. H. L. Tramways...	$100	$320, sellers
Hk. Steam Water boat Co., Ld.	$10	$15, buyers
Hongkong Hotel	$50	$153, sellers
Hongkong Ice.....	$25	$250, sellers
H. & K. Wharf & G....	$50	$88, sales&buyers
Hongkong Rope.....	$50	$145
H. & W. Dock	$50	$205, ex div., buy.
Insurance—		
Canton.....	$50	$180, buyers
China Fire	$60	$86½, sales & sellers
China Traders'.....	$25	$60, sales
Hongkong Fire.....	$50	$327½, sellers
North China.....	£25	Tls. 225, sellers
Straits	$20	$1, buyers
Union	$100	$497½
Yangtsze.....	$60	$133
Land and Building—		
Hongkong Land Inv.	$100	$155, sellers
Humphreys Estate.	$10	$10¾, sales & sellers
Kowloon Land & B.	$30	$37, sellers
West Point Building	$50	$50½
Luzon Sugar.....	$100	$10, buyers
Manila Invest. Co., Ld.	$50	$15, sales & buyers
Mining—		
Charbonnages	Fcs. 250	$600, sellers
Jelebu	$5	5, cents, sellers
Punjom	$11	$1¾, sellers
Do. Preference...	$1	30 cents, buyers
Raubs	18/10	$9¼, sellers
New Amoy Dock	$6¾	$37½, buyers
Oriente Hotel, Manila	$50	$56, buyers
Powell, Ld.....	$10	$9, sellers
Robinson Piano Co., Ld.	$50	$50
Steamship Coys.—		
China and Manila...	$50 $55	$20, sellers $15, sellers
Douglas Steamship	$50	$39 , sellers
H., Canton and M...	$15	$35½, sellers
Indo-China S. N. ...	£10	$86, sellers
Shell Transport and Trading Co.....	£1	£1.
Star Ferry.....	$10 $5	$28, sellers $17½, sellers
S. C. F. Boyd & Co., Ld.	Tls. 100	Tls. 151½, sales
Tebrau Planting Co....	$5	nominal
United Abestos.....	$4	$9.10, buyers
Do.....	$10	$200, buyers
Universal Trading Co., Ld	$5	$23, buyers
Watkins Ld.....	$10	$7, buyers
Watson & Co., A. S....	$10	$14¼, buyers

VERNON & SMYTH, Brokers.

SHANGHAI, 21st August (from Messrs. J. P. Bisset & Co.'s Report). There has been a moderate business negotiated since our last, at about equivalent rates with the exception of Maatschappij shares, which have still further declined. The same lack of financial facilities prevails, and though most of our stocks are now cheap, we cannot look for much activity. BANKS.—Hongkong and Shanghai Banks. No business reported here. MARINE INSURANCES.—Yangtszes have changed hands at $133½. FIRE INSURANCES.—Nothing reported. SHIPPING.—Indo-Chinas have been done as low as Tls. 58, but there is some demand for cash and time shares, and we close at Tls. 59 buyers, with forward rates varying between Tls. 60 and 62 for September up to December. SUGAR REFINERIES.—The only transaction reported is Peraks at Tls. 60 cash. DOCKS AND WHARVES.—S. C. Farnham, Boyd and Co., Ld.—Remain as quoted last week, namely Tls. 150/152½ cash, the last rate done being Tls. 152. A fair trade has been negotiated for December at Tls. 155. Shanghai and Hongkew Wharves have declined to Tls. 240. with shares offering. MINING.—The demand for Chinese Engineering and Mining Co. shares still continues, and Tls. 7.25 have been paid for Bearer Scrip, with London scrip at Tls. 6.80. LAND.—Shanghai Lands have been dealt in at Tls. 102 during the week. INDUSTRIAL.—Shanghai Gas Co. have changed hands at Tls. 109: at which rate there are sellers.—Maatschappij have dropped from Tls. 285, last week to Tls. 267½. Shares were wanted at this figure, and Tls. 270 has been paid for cash. We close with a demand for shares for this month, while time shares are easy at Tls. 272½, September; 277½ October and Tls. 285 December. A dividend of Tls. 7.50 has been declared, payable on 15th September. STORES & HOTELS.—Hall & Holtz Ld. have been dealt in at $34; Central Stores at $26. MISCELLANEOUS.—Nothing reported under this heading.

EXCHANGE.

FRIDAY, 28th August.

ON LONDON.—	
Telegraphic Transfer	1/10⅜
Bank Bills, on demand	1/9 $\frac{7}{16}$
Bank Bills, at 30 days' sight	1/10½
Bank Bills, at 4 months' sight	1/10⅝
Credits, at 4 months' sight	1/10¾
Documentary Bills, 4 months' sight	1/10⅞
ON PARIS.—	
Bank Bills, on demand	234½
Credits 4 months' sight	238
ON GERMANY.—	
On demand	190½
ON NEW YORK.—	
Bank Bills, on demand	45⅞
Credits, 60 days' sight	46⅛
ON BOMBAY.—Telegraphic Transfer	139½
Bank, on demand	139¾
ON CALCUTTA.—Telegraphic Transfer	139½
Bank, on demand	139¾
ON SHANGHAI.—Bank, at sight	72⅜
Private, 30 days' sight	73¼
ON YOKOHAMA.—	
On demand	90¾
ON MANILA.—	
On demand	nominal
ON SINGAPORE.—	
On demand	nominal
ON BATAVIA.—	
On demand	112¼
ON HAIPHONG.—	
On demand	1¼ p.c. pm.
ON SAIGON.—On demand	1½ p.c .pm.
ON BANGKOK.—On demand	62½
SOVEREIGNS, Bank's Buying Rate	$10.80
GOLD LEAF, 100 fine, per tael	57.20
SILVER, per oz.	26

TONNAGE.

HONGKONG, 28th August.—There is no improvement to report. From Saigon to Hongkong, 13 cents nominal; to Philippines, 25 cents per picul. From north coast Java to Hongkong, 30 cents for wet and 25 cents for dry sugar, offering. Newchwang to Canton, 23 cents per picul was paid for a ready boat; to Amoy, 23 cents per picul last. Coal Freights remain firm. From Moji to Hongkong, $1.80 last and offering; to Singapore, $2.90 per ton. Hongay to Hongkong, $1.65 per ton. Monthly charters:—The German steamer *Progress* has been closed for 4 months for Honkgong/Couron trade, particulars given below, and the German steamer *Daphne* fixed in Singapore for 12 months, rate not reported. Sailing Vessels:—The British barque *Forthbank* has arrived to take up her charter for Callao. The following are the settlements:—

Kashing—British steamer, 1,143 tons, Newchwang to Canton, (18,000), 23 cents per picul.

Pronto—German steamer, 719 tons, Newchwang to Amoy, 23 cents per picul.

Savoia—German steamer, 1,622 tons, Mororan to Hongkong, $2.60 per ton.

Oakley—British steamer, 2,456 tons, Moji to Hongkong, $1.75 per ton.

Taicheong—German steamer, 939 tons, Moji to Hongkong, $1.80 per ton.

Atholl—British steamer, 3,031 tons, Moji to Hongkong, $1.80 per ton.

Bjorn—Norwegian steamer, 722 tons, Moji to Amoy, $2.50 per ton.

Lena—Norwegian steamer, 979 tons, Karatzu to Manila, $3.25 per ton.

Themis—Norwegian steamer, 1,028 tons, Kuchinotzu to Zamboanga, $5.50 per ton.

Stanley Dollar—Danish steamer, 1,857 tons, Karatzu to Manila, $3.25 per ton.

Guthrie—British steamer, 1,491 tons, Hongay to Hongkong, $1.65 per ton.

Clara Jebsen—German steamer, 1,103 tons, Hongay to Hongkong, $1.65 per ton.

Deuteros—German steamer, 1,001 tons, Rangoon to Manila and Cebu, 50 cents per picul.

Fig—Norwegian steamer, 708 tons, Saigon to one port Philippines, 27 cents per picul.

Independent—German steamer, 1,040 tons, Saigon to one port Philippines, 27 cents per picul.

Undine—Norwegian steamer, Saigon to one port Philippines, 25 cents per picul.

Tritos—German steamer, 1,033 tons, Saigon to one port Philippines, 25 cents per picul.

Decima—German steamer, 794 tons, one port north coast Java to Hongkong, 33 cents per picul.

Anshan—British steamer, 1,299 tons, two ports north coast Java to Hongkong, 30 cents per picul

Progress—German steamer, 799 tons, monthly, 5 months, at $4,000 per month.

VESSELS ON THE BERTH.

FOR ANTWERP.—*Kintuck, Nestor, Agamemnon, Glaucus, Sumatra, Awa Maru, Pak Ling, Sithonia. Kamakura Maru*

FOR LONDON.—*Sumatra, Valetta, Kintuck, Nestor, Pak Ling, Glaucus, Merionethshire, Awa Maru, Agamemnon, Kamakuru Maru.*

FOR LIVERPOOL.—*Pingsuey, Jason.*

FOR MARSEILLES.—*Nestor, Awa Maru, Salazie, Agamemnon, Glaucus, Kintock, Pak Ling, Kamakura Maru.*

FOR BREMEN.—*Kiautschou, Konigsberg.*

FOR HAVRE AND HAMBURG.—*Sithonia, Konigsberg. Andalusia, Abessinia, Brisgavia, Saxonia.*

FOR TIENTSIN.—*Persia.*

FOR NEW YORK.—*Baron Driesen, Mogul*

FOR PORTLAND (OR.).—*Indrasamha.*

FOR VICTORIA, B.C.—*Deucalion, Tosa Maru, Olympia, Shinano Maru.*

FOR VANCOUVER.—*Empress of Japan, Tartar.*

FOR AUSTRALIAN PORTS.—*Changsha, Kumano Maru, Eastern*

FOR SINGAPORE, PENANG AND CALCUTTA.—*Lightning*

FOR SINGAPORE, COLOMBO AND BOMBAY.—*Nankin.*

FOR BOMBAY, VIA SINGAPORE AND COLOMBO.—*Bombay Maru.*

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

August— ARRIVALS.

23, Anna, Norwegian str., from Japan.
23, Chowtai, German str., from Bangkok
23, Daigi Maru, Japanese str., from Tamsui.
23, Empire, British str., from Kobe.
23, Glaucus, British str., from Liverpool.
23, Kwanglee, Chinese str., from Shanghai.
23, Onsang, British str., from Moji.
23, Rohilla Maru, Japanese str., from Manila.
23, Telemachus, British str., from Saigon.
24, Caledonien, French str., from Shanghai.
24 Daphne, German str, from Sourabaya.
24, Dott, Norwegian str., from Bangkok.
24, Hitachi Maru, Jap. str., from Singapore.
24, Kweiyang, British str., from Chefoo.
24, Lightning, British str, from Calcutta.
24, Phra Chom Klao, Ger. str., from Bangkok.
24, Rubi, British str., from Manila.
24, Sabine Rickmers, British str., from Amoy.
24, Salazie, French str., from Marseilles.
24, Taksang, British str., from Shanghai.
24, Tsurugisan Maru, Jap. str., from Moji.
24, Wineland, Danish str., from Moji.
25, Haitan, British str., from Coast Ports.
25, Ichang, British str., from Wuhu.
25, Kisagata Maru, Japanese str., from Moji.
25, Loongmoon, German str., from Shanghai.
25, Perla, British str., from Cebu.
25, Phuyen, French str., from Saigon.
25, Shinano Maru, Jap. str., from Shanghai.
25, Triglav, Austrian str., from Swatow.
25, Yuensang, British str., from Manila.
26, Anping Maru, Jap. str., from Coast Ports.
26, Changchow, British str., from Shanghai.
26, Elg, Norwegian str., from Moji.
26, Hailoong, British str., from Swatow.
26, Hoihao, French str., from Haiphong.
26, Indradeo, British str., from Manila.
26, Leviathan, British cr., from Singapore.
26, Merionethshire, Brit. str., from Shanghai.
26, Shimosa, British str., from New York.
26, Yochow, British str., from Hankow.
27, Ballaarat, British str., from Bombay.
27, Baron Driesen, Russian str., from Amoy.
27, Bygdo, Norwegian str., from Tsintau.
27, Crown of Arragon, Brit. str., from F'chow.
27 Eastern, British str., from Sydney.
27, Forthbank, British barque, from Cebu.
27, Sambia, German str., from Hamburg.
27, Savoia, German str., from Swatow.
27, Shini Maru, Japanese str., from Moji.
27, Taksang, British str., from Canton.

August— DEPARTURES.

23, Daijin Maru, Japanese str., for Tamsui.
23, Guthrie, British str., for Hongay.
23, Hunan, British str., for Cebu.
23, Maidzuru Maru, Jap. str., for Coast Ports.
23, Socotra, British str., for Shanghai.
24, Andree Rickmers, Ger. str., for Swatow.
24, Ambia, German str., for New York.
24, Benalder, British str., for Nagasaki.
24, Esang, British str., for Tientsin.
24, Hinsang, British str., for Sourabaya.
24, Kwongwai, German str., for Bangkok.
24, Kong Beng, German str., for Bangkok.
24, Kwanglee, Chinese str., for Canton.
24, Kweilin, British str., for Ningpo.
24, Salazie, French str., for Shanghai.
24, Thea, German str., for Canton.
25, Aki Maru, Japanese str., for Seattle.
25, Caledonien, French str., for Europe.
25, Chiyuen, Chinese str., for Shanghai.
25, Glaucus, British str., for Shanghai.
25, Hailan, French str., for Pakhoi.
25, Hanoi, French str., for Hoihow.
25, Kohsichang, German str., for Bangkok.
25, Kweiyang, British str., for Canton.
25, Laisang, British str., for Calcutta.
25, Loosok, German str., for Bangkok.
25, Taksang, British str., for Canton.
25, Thales, British str., for Swatow.
26, Amara, British str., for Samarang.
26, Daigi Maru, Japanese str., for Swatow.
26, Ed. Barry, Russian str., for Singapore.
26, Empire, British str., for Australia.
26 Empress of India, Brit. str., for Vancouver.
26, Ichang, British str., for Canton.
26, Lombardia, Italian cruiser, for home.
26, Loongmoon, German str., for Canton.
26, Pelayo, British str., for Swatow.
26, Phuyen, French str., for Chemulpo.
26, Sabine Rickmers, British str., for Canton.
26, Sishan, British str., for Swatow.
26, Sungkiang, British str., for Manila.
26, Tsurugisan Maru, Jap. str., for Nagasaki
27, Anna, Norwegian str., for Quinhon.
27, Changchow, British str., for Canton.
27, Haitan, British str., for Coast Ports.
27. Hangsang. British str., for Shanghai.
27, Indradeo, British str., for Shanghai.
27, Shimosa, British str., for Shanghai.

PASSENGERS LIST.

ARRIVED.

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